CHAPTER 3 – AFFECTED ENVIRONMENT

This chapter describes the existing environmental, social, and economic conditions within the project area. Generally, the project area includes the existing Syracuse Road, along with adjacent property to the north and south. Project areas for individual environmental factors vary and are delineated on a case-by-case basis dependent upon individual resource characteristics.

Existing conditions were identified based on literature and data file searches; coordination with local, state, and federal agency personnel; and field investigations. Additional details relating to the technical research performed in the preparation of this Environmental Impact Statement (EIS) which are not discussed in this document are included in the project records, including technical reports (see List of Technical Reports in Table of Contents).

3.1 LAND USE

3.1.1 Zoning Maps and General Plans

Zoning maps and general plans (land use master plans) are used to show current and planned land uses within each municipality. Zoning maps are used to show how the land within the municipality is currently zoned while general plans are used to show proposed future land uses. Syracuse City uses both a zoning map and a general plan map. In addition, Syracuse City has also created a Town Center Master Plan to facilitate planning at the proposed town center.

Zoning Map

Most of the land within the project study area is currently zoned residential. However, land between 1000 West and 1525 West on the south side is zoned agricultural, and most of the land between 1525 West and 2000 West on both the north and south sides is zoned agricultural and commercial. See Figure 3-1 for the city zoning map.

General Plan

The Syracuse General Plan (latest revision approved February 25, 2003, see Figure 3-2) is designed to help retain the character that has made Syracuse a desirable place to live. Low population density and agriculture are stated as the driving qualities for people to locate to Syracuse. These two characteristics, along with a strong sense of community identity and community pride, are necessary to develop a place where residents feel safe and welcome. It is the goal of the city to preserve and perpetuate these qualities and this way of life, while allowing the development of residential, commercial, and light industrial properties in such a manner as to not detract from or reduce the sense of community that currently exists.

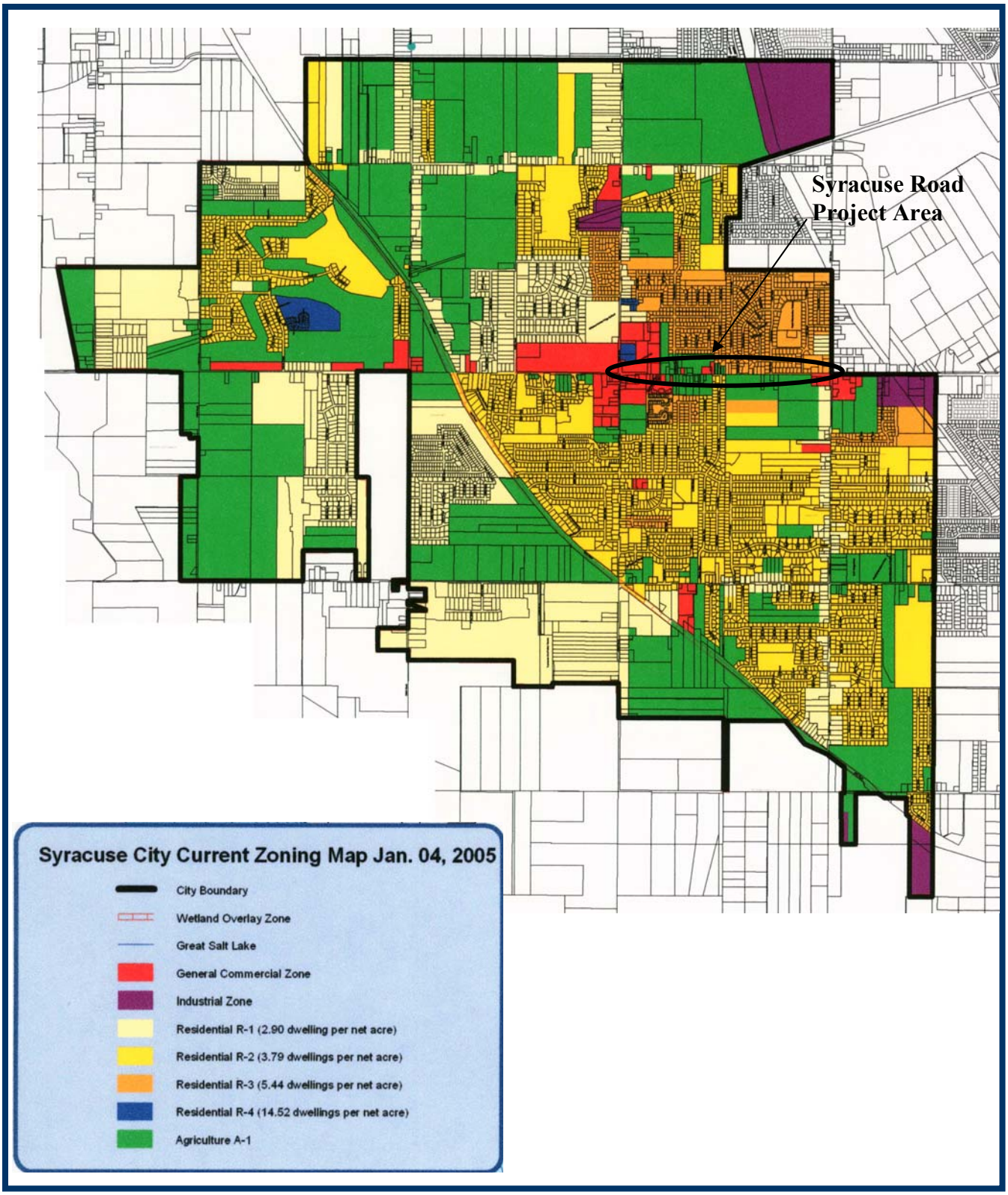


Figure 3-1. Syracuse City Current Zoning Map (Approved January 4, 2005).

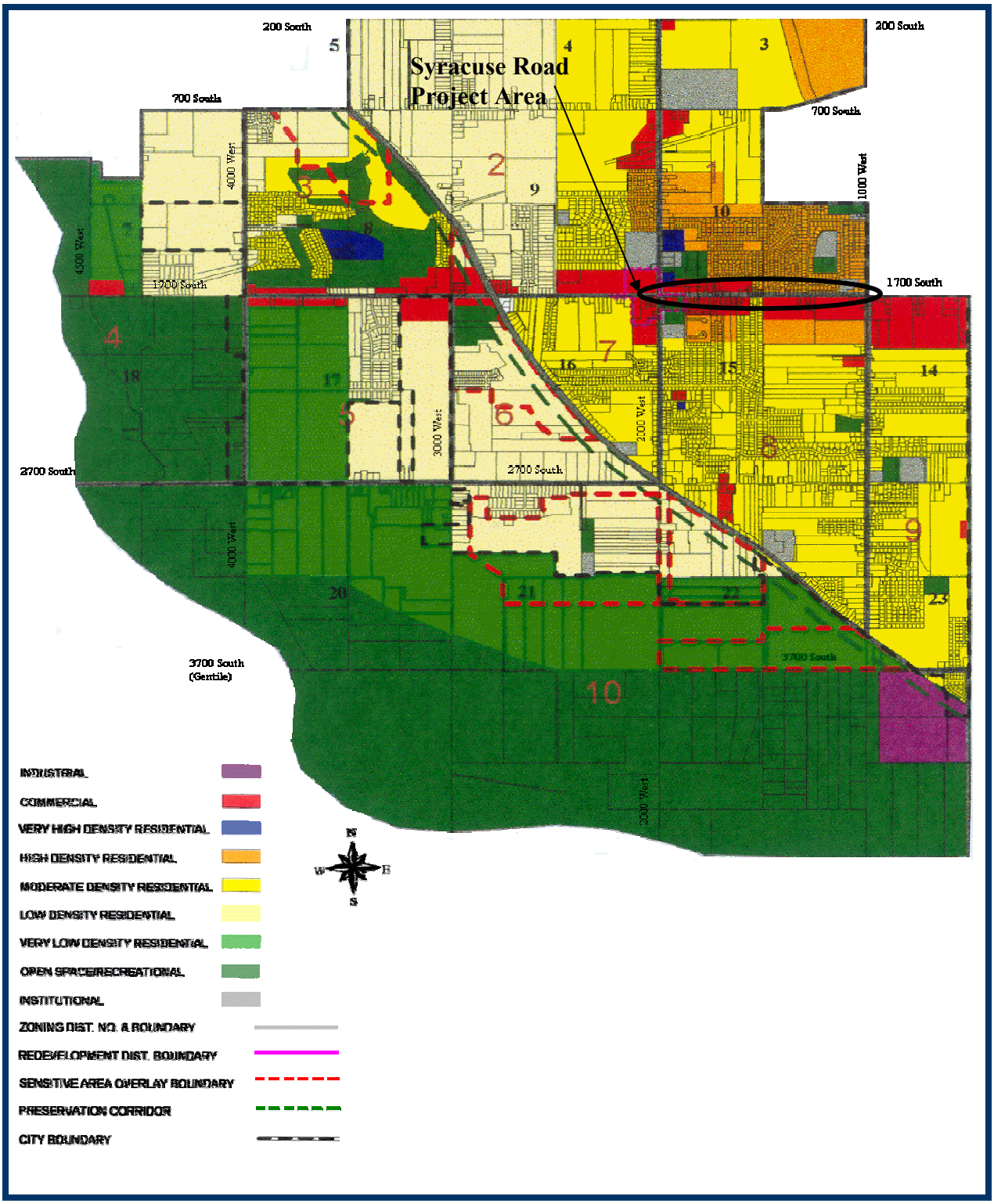
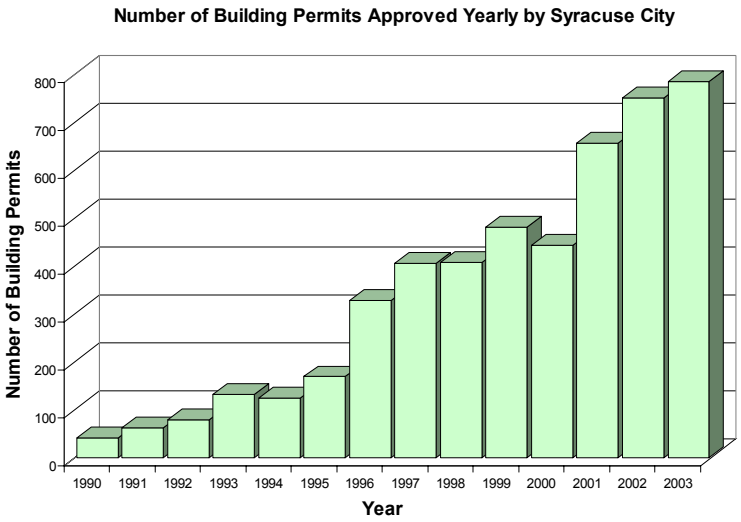


Figure 3-2. Syracuse City General Plan (Approved February 25, 2003).

Syracuse Road is an important part of the Syracuse General Plan, with the 1700 South Street Redevelopment District covering the 1700 South (Syracuse Road)-2000 West intersection, the development of the Town Center Master Plan around this same intersection, and the planned development of commercial properties along most of Syracuse Road from 1000 West to 2000 West. The General Plan shows the land adjacent to Syracuse Road as planned commercial development except for residential areas on the north side from 1100 West to approximately 1500 West and on the south side for the lots adjacent to Allison Way.



As the Wasatch Front has continued to grow, Syracuse has experienced a transition from a farming community to a residential community and is one of the most rapidly growing cities in Utah. According to the U.S. Census, from 1990 to 2000, Syracuse grew in population from 4,658 to almost 9,398 (approximately doubling in size). This population growth results from new residential development, which has transformed the local landscape from what had been a small agricultural community into a primarily residential urbanized area. At the present time, at least seven newly approved subdivisions will add a minimum of 843 new residential building lots. The chart shows the growth in the number of building permits in Syracuse City from 1990 through 2003. According to Syracuse City, it is projected that the available land will be developed by 2020, with a build-out population of 35,100.

Town Center Master Plan

A Town Center Master Plan was adopted by the City of Syracuse on March 11, 2003 (see Figure 3-3). This plan establishes the framework for the development of a unique area surrounding 2000 West and Syracuse Road. The plan is designed to define and affirm the character, as well as create a sense of community, for Syracuse. The critical issues to accomplish this include establishing a "downtown" center core, providing a recognizable gateway to both the city and to Antelope Island State Park, establishing a new retail activity center, establishing higher density development (at the town center), connecting to the citywide trail system, and ensuring quality improvements and streetscape features.

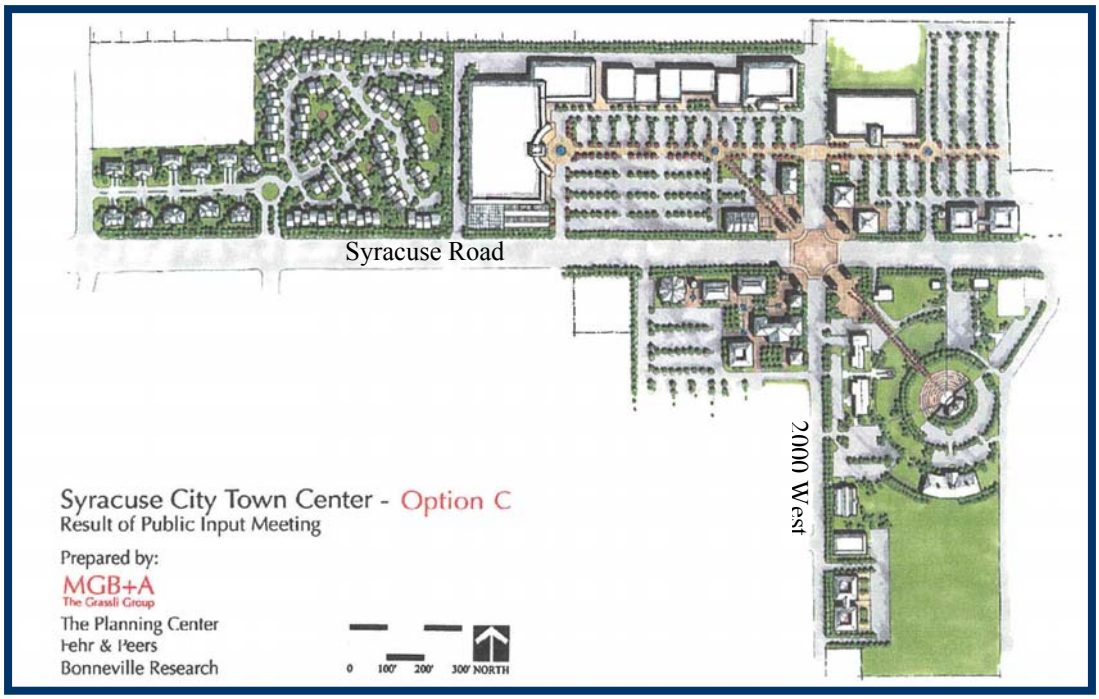


Figure 3-3. Syracuse City Town Center Master Plan (Adopted March 11, 2003).

3.1.2 Open Space, Parks, and Recreation Facilities

Existing Parks

There are three parks located within or near the project area (see Figure 3-4).

- Founders Park, located at 1500 South 1900 West, has a bowery, baseball and softball fields, football field, skate park, picnic tables, and playground equipment.
- Centennial Park, located at 1800 South 2000 West, has a walking path, volleyball court, shelters, and playground equipment.
- Stoker Park, located at 1575 South 1100 West, has tennis courts, volleyball courts, bowery, picnic tables, and playground equipment.

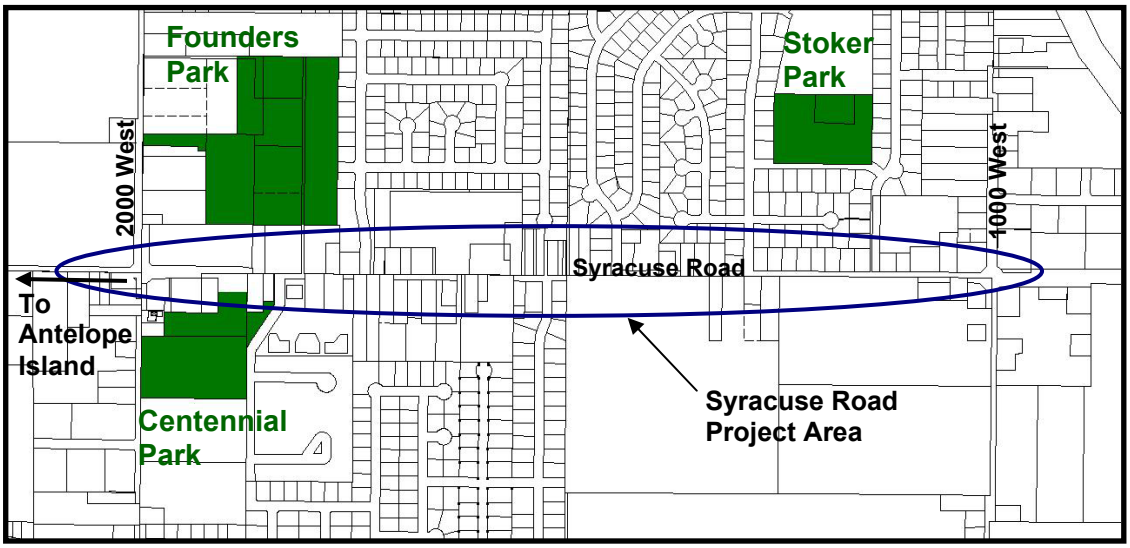


Figure 3-4. Syracuse City Parks Map.

Syracuse Road is considered the gateway to Antelope Island State Park. The project area is approximately 3.5 miles from the entrance to the State Park. Antelope Island, the largest island in the Great Salt Lake, offers camping, wildlife viewing, sailing, swimming, picnicking, hiking, horseback riding, and mountain biking. Antelope Island comprises 28,022-ac, and is 15-mi long and 4.5-mi across at its widest point.

Antelope Island

Planned Parks

Syracuse City has indicated that there are no planned parks within or near the project area.

3.2 FARMLANDS

According to 7 CFR 658.2a, farmland for the purpose of a prime or unique or statewide importance determination does not include land already in or committed to urban development (see February 7, 2003 letter from the Natural Resources Conservation Service in Chapter 8). The definition of land in or committed to urban development is land that has a density of 30 structures per 40-ac area or lands identified as "urbanized area" on the Census Bureau Map or as urban area on the U.S. Geological Survey topographical maps or U.S. Department of Agriculture Important Farmland Maps. Syracuse is considered an "urbanized area" according to the Census Bureau Map; thus, based on these definitions, for this project, no areas of prime, unique, or statewide important farmland have been identified.

Farmland Protection Policy Act
7 CFR 658.2 Definitions
a) *Farmland* means prime or unique farmlands as defined in section 1540(c)(1) of the Act or farmland that is determined by the appropriate state or unit of local government agency or agencies with concurrence of the Secretary to be farmland of statewide of local importance. "Farmland" does not include land already in or committed to urban development or water storage. Farmland "already in" urban development or water storage includes all such land with a density of 30 structures per 40-acre area. Farmland already in urban development also includes lands identified as "urbanized area" (UA) on the Census Bureau Map, or as urban area mapped with a "tint overprint" on the USGS topographical maps, or as "urban-built-up" on the USDA Important Farmland Maps. Areas shown as white on the USDA Important Farmland Maps are not "farmland" and, therefore, are not subject to the Act. Farmland "committed to urban development or water storage" includes all such land that receives a combined score of 160 points or less from the land evaluation and site assessment criteria.

Syracuse City has an Agricultural Protection Zoning Ordinance. Coordination with Marie Cella in the City Planning Office in March of 2004 resulted in the determination that no land protected by this ordinance is within the Syracuse Road project corridor.

3.2.1 Agriculture and Grazing

As shown in Figure 3-1, agriculturally zoned land exists within the project area. Currently, approximately 64 acres of farmland adjacent to Syracuse Road are under cultivation. Syracuse's General Plan (Figure 3-2) anticipates conversion of land along the project corridor from agricultural to commercial and high-density residential by the year 2020.

Existing Open Field along Syracuse Road

3.3 SOCIAL CONDITIONS

The following discussion presents existing social and demographic conditions in Syracuse as a whole and in the neighborhoods surrounding the project corridor. A Community Social Assessment was completed for the Syracuse Road project by Dr. Richard Krannich of Rocky Mountain Social Science. Attention focused in part on the extent to which the project might have disproportionate impacts on particularly vulnerable populations such, as racial/ethnic minorities, the elderly, or economically disadvantaged populations. The assessment also addressed potential project effects on community social organization, including levels of localized social interaction and activity patterns, neighborhood social integration and community cohesion, and other key quality

of life dimensions. Also considered were residents' perceptions of existing neighborhood and community traffic problems and their views regarding the possible effects of road reconstruction on their community and neighborhoods.

The assessment effort was based on the acquisition and analysis of several types of data. First, U.S. Census data for Syracuse and selected Census block group areas that encompass portions of the city immediately adjoining the project road corridor were identified and compiled. These data provide a profile of social and demographic conditions and trends in the broader project area, as well as in neighborhoods located near the project corridor.

A second component of the data collection and analysis effort involved the administration of self-completion survey questionnaires to all available households immediately adjoining the project corridor, and to a random sample of households in the remainder of Syracuse. Corridor-adjacent households were identified through on-site visual reconnaissance at the initiation of the survey process; a total of 64 residential households with property boundaries immediately adjoining the road corridor were identified. The sample of households from Syracuse as a whole was randomly drawn from a comprehensive listing of property addresses provided by the city; an initial sample of 275 addresses was reduced to 254 residential properties once commercial addresses, vacant lots, and unoccupied homes were eliminated.

Implementation of the survey began on June 2, 2003. Project personnel attempted to personally deliver brief self-completion questionnaires to an adult decision-maker in each of the selected households, and then to retrieve the questionnaire once it had been filled out. This drop-off/pick-up survey process continued through June 12, with some questionnaires subsequently mailed back by persons who could not respond during the on-site survey administration period. Multiple call-back attempts continued throughout the survey administration period in an attempt to maximize response rates. For the corridor-adjacent segment, the number of completed questionnaires (47) represents a response rate of 73.4%. For the city-wide sample, 208 completed questionnaires were returned, representing a response rate of 81.5%.

3.3.1 Corridor Background

The portion of Syracuse Road that is the focus of this project passes through an area in which land use is characterized primarily by single-family residential housing. Exceptions to this include a multiple unit apartment complex located north of the roadway at the corner of Syracuse Road and 1000 West, several commercial properties scattered along the corridor, more concentrated commercial development adjoining the extreme western portion of the roadway, and agricultural lands and undeveloped open space south of the roadway along eastern portions of the corridor.

3.3.2 Overall Community Context

Syracuse has experienced substantial population growth in recent years. Total population increased from 4,658 residents in 1990 to 9,398 in 2000 according to the U.S. Census, nearly doubling during that ten-year period. The city's population was estimated to have reached 15,700 in August 2003 (according to the Syracuse City website), an increase of 67% in just three years. Projections suggest that the city's population will continue to grow substantially for the

foreseeable future, and reach a population of 35,100 residents by 2020 (according to the Syracuse City Planning Department).

Overall, Syracuse exhibits little racial or ethnic diversity, with 95% of the population classified as white in 2000. Hispanic/Latino persons represent the largest ethnic/racial minority group in the community, comprising 3.6% of the city's population in 2000. The community is young relative to state averages, reflecting the recent in-migration of many persons in the younger stages of the family life cycle (in 2000 only 44% of city residents lived in the same house where they had lived five years earlier). A large proportion of households (60.8%) included one or more children under the age of 18. In 2000 the median age of the population was 24.7 years; 39.8% of residents were under 18 years of age, and just 3.9% were 65 or older. Median household income in 1999 was $58,223, compared to $45,726 for the state as a whole. Approximately 10% of households had incomes under $25,000, and 2.1% of families were classified as falling below the official poverty level ($18,400 for a family of four – see Table 3-4 for 2003 HHS poverty levels).

An approximation of social and demographic characteristics for portions of Syracuse located nearest to the project area can be derived from 2000 Census data reported for relatively small "block group" areas within Census tracts. Two of these census-defined block groups provide coverage of neighborhoods located immediately north and south of the project corridor (see Figure 3-5).

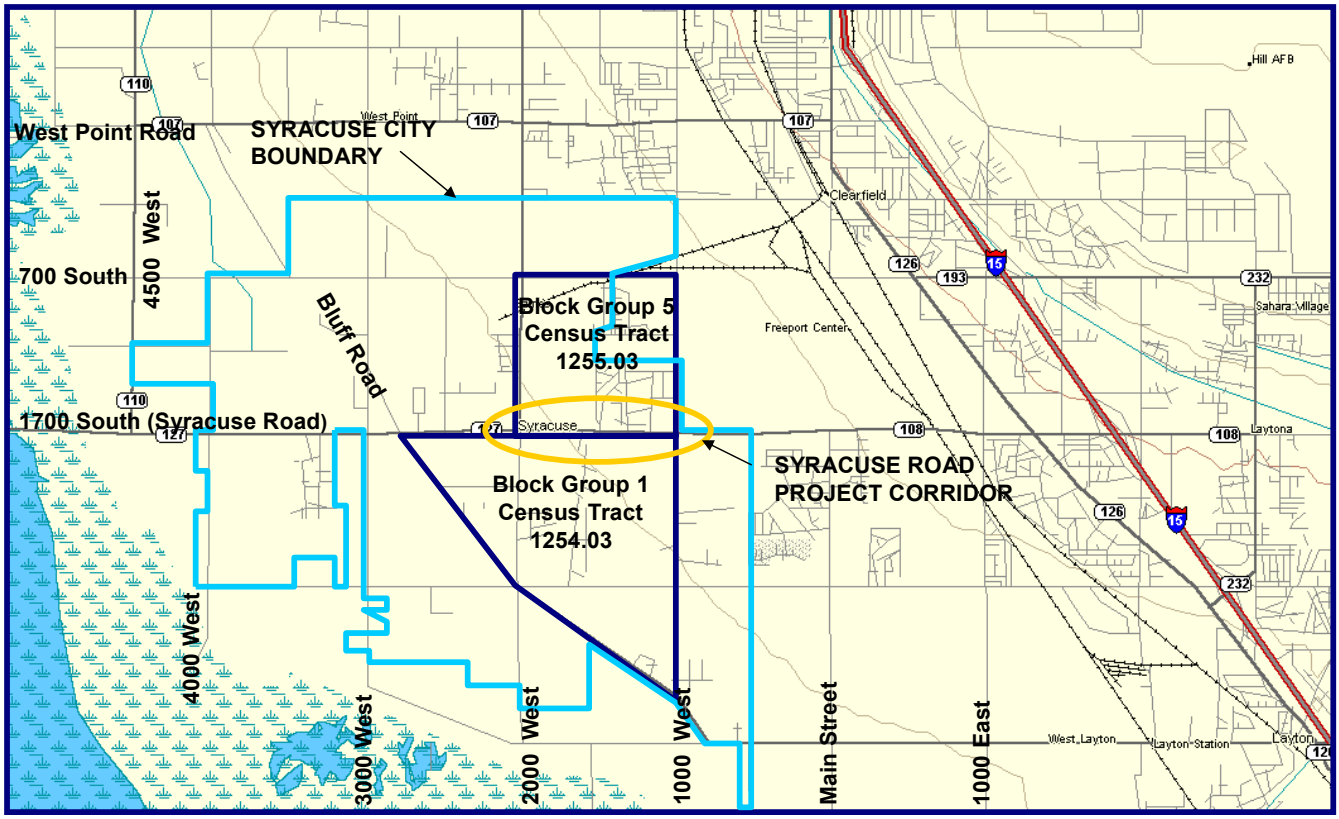


Figure 3-5. Census Tract Boundaries.

(1) ***NORTH of the project corridor – Block Group 5 in Census Tract 1255.03*** is an approximately square area bounded on the south by Syracuse Road, on the east by the 1000 West road corridor, on the west by 2000 West, and on the north by 700 South.

(2) ***SOUTH of the project corridor – Block Group 1 in Census Tract 1254.03*** is a triangular area bounded on the north by Syracuse Road, on the east by 1000 West, on the northwest corner by approximately 2700 West, and diagonally on the southwest by Bluff Road.

Selected social and demographic characteristics of the population living in these two Census tract block groups encompassing the study area are summarized in Table 3-1.

Table 3-1. Selected Population Characteristics in 2000 for Two Census Tract Segments Encompassing the Project Study Area.

	North of Corridor Census Tract 1255.03 Block Group 5	**South of Corridor** Census Tract 1254.03 Block Group 1	**Syracuse City**	**Davis County**	**State of Utah**
Population in Area	2,822	3,149	9,398	238,994	2,233,169
Race, Percent non-white	6.2%	7.1%	5.0%	7.9%	10.8%
Percent Hispanic	3.6%	3.0%	3.6%	5.3%	9.0%
Percent families with children under age 18	65.6%	59.4%	63.1%	60.0%	56.6%
Percent age 65 or older	3.2%	5.0%	3.9%	7.3%	10.7%
Percent of population 25 or older with college degree or higher	18.7%	27.2%	25.0%	28.8%	26.1%
Percent of employed persons working outside of Syracuse City	84.0%	87.3%	85.3%	Not Available	Not Available
Median Household Income	$47,865	$57,126	$58,223	$53,726	$45,726
Percent of persons below poverty level	6.7%	1.3%	2.1%	5.1%	9.4%

Source: U.S. Bureau of the Census, http://factfinder.census.gov (2000 Census, Summary File 3)

The combined population of the two block groups was 5,971 persons in 2000, representing nearly two-thirds (63.5%) of the total Syracuse population. The percentages of non-white residents in the area north of the corridor (6.2%) and south of the corridor (7.1%) are slightly higher than for the city as a whole (5%). The percentages of residents classified as Hispanic/Latino (3.6% north of the project corridor, 3.0% south of the corridor) are at or below the 3.6% reported city-wide.

A majority of families residing in these block group areas had children under age 18 living at home in 2000 (65.6% north of the project corridor, 59.4% south of the corridor). Also indicative of the predominance of families in child-rearing stages of the life cycle is the relatively low proportion of the population in older age brackets: 3.2% of persons living in the block group area north of the corridor and 5.0% of those living south of the corridor were 65 or older (compared to 3.9% city-wide).

For both of these block group areas the vast majority (84.0% north of the project corridor and 87.3% south of the corridor) of employed persons worked in locations outside of Syracuse in 2000. This high proportion of workers commuting outside of the local community, recent population growth trends, and the concentration of Syracuse's population in neighborhoods located near to this road corridor are all major contributors to the increased traffic levels and traffic congestion problems encountered on Syracuse Road.

Median household income levels in 1999 were slightly above the statewide median ($45,726) in the area north of the project corridor ($47,865), but lower than for the city as a whole ($58,223). Median income in the area south of the corridor ($57,126) was well above the state average ($45,726) and just slightly below the city-wide average. The percentage of persons falling below the poverty level threshold ($18,400 for a family of four) was considerably higher (6.7%) in the block group area located north of the project corridor than in the area south of the corridor (1.3%) or the city as a whole (2.1%).

3.3.3 Community and Neighborhood Social Conditions

Additional documentation of social conditions among residents of households located immediately adjacent to the project road corridor and for the broader Syracuse City project area is derived from results of the random sample survey. In addition to detailing selected demographic characteristics of residents, several major aspects of local social organization are explored, including neighborhood social integration and cohesion, neighborhood interaction patterns, and patterns of use and activity in and around the project road corridor. Survey results are reported for survey respondents whose residential properties are located immediately adjacent to the north side of the project corridor, those located immediately south of the project corridor, for the combined corridor-adjacent households, and for the city-wide sample.

Resident and Household Characteristics

Table 3-2 shows all the social and demographic characteristics discussed in this section. Several survey questions were included to assess the sociodemographic characteristics of residents and households in the three designated study area segments. As reported in Table 3-2, the percentage of one- or two-person households is substantially higher among those immediately adjacent to the project corridor (50% of adjacent households on the north side of the corridor, 47.6% of those on the south side) than for Syracuse city as a whole (21.6%).

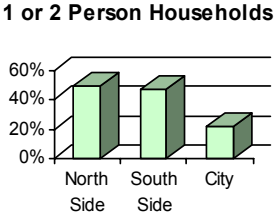
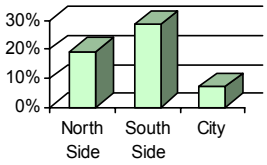


Table 3-2. Social and Demographic Characteristics (Survey Results).

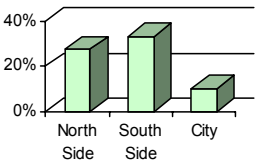
Area	1 or 2 Person Households	Households with One or More Persons 65 or Older	Households with No Children	Survey Respondents 65 or Older	Racial or Ethnic Minority (Survey Respondent)	Racial or Ethnic Minority (other members of household)	Hispanic Origin	Household Income <$40,000	Household Income >$70,000
North Side of Corridor	50%	27.3%	44.0%	19.2%	0%	0%	0%	50.0%	12.6%
South Side of Corridor	47.6%	33.3%	61.9%	28.6%	0%	5.9%	0%	45.0%	35%
Combined Corridor	48.9%	30.2%	52.2%	23.4%	0%	2.6%	0%	47.8%	22.7%
City-wide Sample	21.6%	10.1%	30.2%	7.0%	9%	12.2%	4.4%	19.6%	44.6%

Respondents were asked to indicate if they were 65 years of age or older. The percentage of respondents ages 65 or older is substantially higher in corridor-adjacent households (19.2% on the north side, 28.6% on the south side) than is true for Syracuse city as a whole (7.0%). Respondents were next asked to indicate how many people living in their households are 65 years of age or older. A substantially higher proportion of respondents living in the immediately-adjacent neighborhoods reported that their household includes one or more persons in this age category (27.3% of adjacent households north of the corridor, and 33.3% of those south of the corridor) than was the case for the city-wide sample (10.1%). Similarly, respondents were asked how many of the people living in their households are under the age of 18. The proportion of households reporting no children living in their homes is substantially higher in the corridor-adjacent households (44.0% on the north side, 61.9% on the south side) than is true city-wide (30.2%).

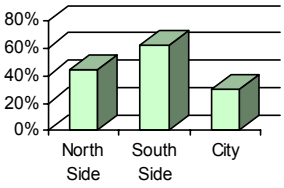
Survey Respondents 65 or Older



Households with One or More Persons 65 or Older

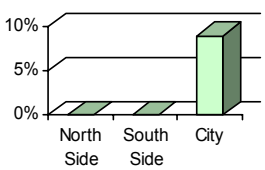


Households with No Children



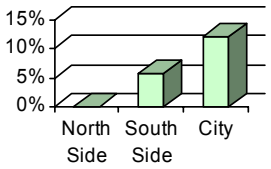
Racial minorities are all but absent in the households immediately adjoining the project corridor. None of the survey respondents indicated that they were non-white, and just one respondent living in a corridor-adjacent residence indicated that another member of their household was non-white (Pacific Islander). These percentages are substantially lower than reported by respondents included in the city-wide sample, with 9.0% of those respondents indicating that they are non-white and 12.2% indicating that other household members are non-white. Similarly, none of the respondents living in corridor-adjacent residences or members of their household are of Hispanic origin. In contrast, for the city-wide sample 4.4% of respondents are Hispanic, and 6.3% reported that other household members are Hispanic.

Racial or Ethnic Minority (Survey Respondent)

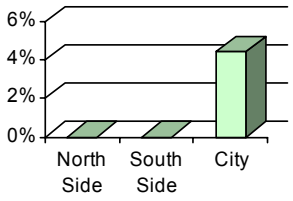


Finally, respondents were asked to report their total household income (before taxes) in 2003 by checking one of 16 income categories. The lowest eight of those categories were structured to reflect the U.S. Department of Health and Human Services (HHS) 2003 household poverty thresholds for family units of one to eight persons (see Table 3-4). The response distributions indicate that among those answering this question 50% of respondents living immediately north of the project corridor and 45% of those immediately south of the corridor reported 2003 household incomes below $40,000, compared to just 19.6% of respondents included in the city-wide sample. At the same time, the proportion of households with incomes of $70,000 or more was higher in the city-wide sample (44.6%) than for those living immediately adjacent to either the north (12.6%) or south side (35%) of the project corridor. These results make it clear that households immediately adjoining the project corridor are characterized by lower income levels than is true for Syracuse as a whole. However, conjoint analysis of responses to the income question and the measure of household size indicated that none of the households immediately adjoining the project corridor fell below the official HHS poverty thresholds in 2003.

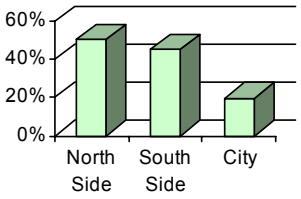
Racial or Ethnic Minority (other members of household)



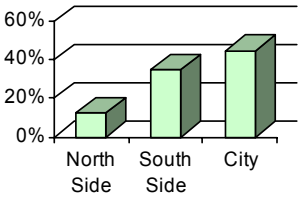
Hispanic Origin



Household Income <$40,000



Household Income >$70,000

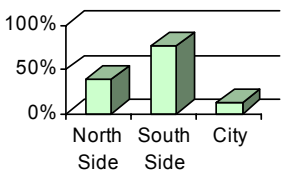


In combination these responses to questions about household characteristics indicate that compared to the overall population of Syracuse the households immediately adjoining the project corridor are substantially more likely to be occupied by just one or two persons, more likely to contain older persons, and less likely to contain children. At the same time, corridor-adjacent households are more likely to be occupied by white, non-Hispanic persons than is true for the city as a whole. Although income levels among corridor-adjacent households are substantially lower than is the case city-wide, no below-poverty households were identified through survey responses.

Neighborhood Social Integration and Cohesion

Several questions included in the survey questionnaire measured various aspects of social integration and cohesion in the study area. These questions focus on levels of interaction among residents and the strength of residents' attachment to their neighborhoods. This information provides an important benchmark for evaluating the extent to which social disruption might occur with the proposed reconstruction of the Syracuse Road corridor.

Lived in Current Home over 10 Years

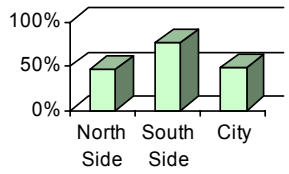


Respondents were first asked to indicate how long they had resided in their current home in the study area; inclusion of this question reflects the tendency for longer-term residents to exhibit higher levels of social attachment and integration into neighborhood and community life than is the case among shorter-term residents (Kasarda and Janowitz 1974). Survey results indicate that the proportion of residents who have lived in

their current home for over 10 years is substantially higher among the households located immediately adjacent to the project corridor than is true for Syracuse as a whole. Slightly more than one-third (38.4%) of survey respondents living immediately north of the corridor, and three-fourths (76.2%) of those located immediately south of the corridor had lived in their homes for 10 years or longer. In contrast, for the city-wide sample only 12.4% of respondents had lived in their current homes for that length of time.

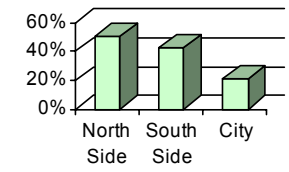
A second item in this portion of the questionnaire asked respondents how many adults living in the ten houses located nearest to their own they know on a first-name basis. A higher proportion of residents living immediately south of the project corridor report knowing ten or more of their adult neighbors on a first-name basis (76.1%) than is true for those living immediately north of the corridor (46.2%) or for the city as a whole (48.3%). At the same time, few residents in either the corridor-adjacent neighborhoods or elsewhere in the city know nobody or only one or two adults from the ten homes located nearest to their homes.

Know 10 or More Adult Neighbors on First-Name Basis



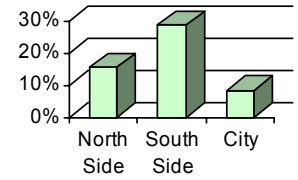
Respondents were also asked whether they have any adult relatives living in their local neighborhood (e.g., within a 10-15 minute walk from their home), besides those who live in their own household. Approximately one-half (46.8%) of survey respondents whose homes are immediately adjacent to the Syracuse Road project corridor indicated that they do have adult relatives living in or near to their neighborhood. This figure is substantially higher than that reported by respondents from the city-wide sample (21.2%).

Have Adult Relatives Living in Local Neighborhood



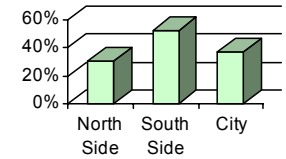
Respondents were next asked to indicate how many of their closest personal friends live in their immediate neighborhood (e.g., within a two- to three-block distance from their home). Respondents whose homes are located immediately south of the project corridor were most likely to report multiple close friends living in their local neighborhoods. Of those immediately south of the corridor, 28.6% indicated that six or more close friends live nearby, compared to 15.4% for those north of the corridor and 8.3% city-wide.

Have 6 or More Close Friends Living Nearby



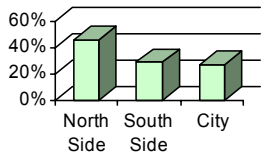
An additional aspect of neighborhood interaction and activity was addressed with a question that asked respondents how often they get out in their neighborhood for a walk, jog or bicycle ride that takes them farther than one block from their home. Most respondents indicated that on average they partake in such activities at least several times a month. The percentage of respondents reporting such activity "once a week or more" was considerably higher among residents living immediately south of the project corridor (52.4%) than was true for those north of the corridor (30.8%) or respondents from the city-wide sample (37.1%).

Walk, Jog, Or Bicycle Once a Week or More (farther than 1 Block from Home)



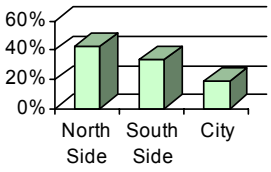
Respondents were next asked how often they visit or get together with any of their neighbors for informal social activities like playing cards, cookouts, or going to dinner. About 46% of those living immediately north of the corridor, 29% of those immediately south of the corridor, and 27% of respondents from the city-wide sample reported that they engage in such interactions with neighbors at least once every month or two, or more frequently than that. The percentage of individuals indicating that they "never" engage in these types of neighboring activities was highest among those living immediately north of the project corridor (30.8%). However, relatively few respondents living immediately adjacent to the project corridor interact frequently with neighbors whose homes are located across the street on the other side of Syracuse Road, with approximately two-thirds of corridor-adjacent residents reporting that they "never or almost never" socialize with neighbors who live on the other side of that roadway.

Engage in Social Activities with Neighbors at Least Every Month or Two

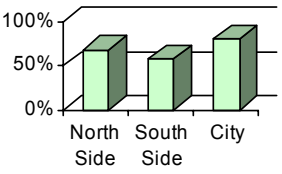


A somewhat higher proportion of respondents living immediately north of the project corridor (42.3%) expected that they either definitely or probably will move from their current homes within the next 2-3 years than did respondents living immediately south of the corridor (33.3%) or those living elsewhere across the city (18.7%). Respondents were also asked how sorry or pleased they would be to move away from their neighborhoods if they had to leave for some reason. Residents living immediately north of the project corridor were somewhat more likely to be reluctant to leave their neighborhood (68% very/somewhat sorry to leave) than those immediately south of the corridor (57.2%), but less reluctant to relocate than respondents included in the city-wide sample (80.1%).

Expect to Move from Current Home within 2-3 Years



Reluctant to Leave Neighborhood



Overall, responses to this series of questions indicate that levels of social cohesion among residents whose homes immediately adjoin the project corridor are moderately strong. Compared to the city-wide sample, corridor-adjacent residents report longer average lengths of residence in their homes, are more likely to have other adult relatives living nearby, and more likely to have numerous close personal friends in the neighborhood. At the same time, corridor-adjacent residents are more likely than those living elsewhere in Syracuse to anticipate that they will move within the next several years, and less likely to indicate that they would be sorry to leave the neighborhood if they found it necessary to move away.

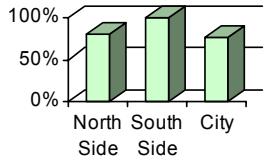
Within the corridor itself, residents living immediately south of Syracuse Road are more likely than those north of the roadway to have lived in their homes for over five years, tend to know more of their neighbors, have more close personal friends in the neighborhood, and walk, jog or bicycle in the neighborhood more often than those living north of the roadway. Thus, levels of social cohesion and neighborhood attachment appear to be

somewhat higher immediately south of the roadway than north of the roadway. Most residents living on both sides of the corridor report that they socialize with neighbors at least occasionally. However, relatively few corridor residents socialize with persons who live on the opposite side of Syracuse Road, as might be expected in any neighborhood bisected by a busy and increasingly congested roadway.

3.3.4 Resident Use of the Project Corridor

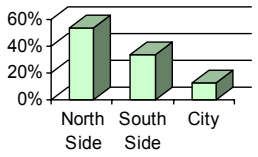
Several questions were designed to measure how frequently residents use the Syracuse Road corridor between 1000 West and 2000 West. Overall, nearly nine out of ten corridor-adjacent respondents (89.4%) and over three-fourths (76.8%) of those living city-wide reported that they drive on this section of the Syracuse Road daily or nearly every day.

Drive on Syracuse Road Daily or Nearly Daily



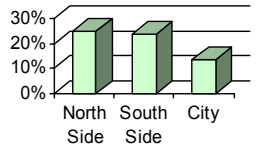
Respondents were next asked how often they or members of their households walk, jog, or bicycle along or across the portion of Syracuse Road between 1000 West and 2000 West. As would be expected, those living immediately adjacent to the project corridor are more likely to report such non-motorized uses than are persons living elsewhere in the city. Among those who live immediately north of the corridor, over one-half (53.9%) reported walking, jogging, or biking along or across the roadway several times a week or more. Fewer respondents whose properties directly adjoin the south side of the roadway (33.3%) indicated that they engage in such use several times a week or more, most likely reflecting the fact that some side streets, such as Allison Way, are more accessible to residents living south of the roadway. Most (59.3%) respondents living elsewhere in the city rarely or never walk, jog, or bike along the project corridor.

Walk, Jog, or Bicycle Along or Across Syracuse Road (several times a week or more)



Respondents were also asked whether any children living in their households walk or bicycle along or across the project corridor section of Syracuse Road when going to or from school. Approximately 25% of the respondents whose households immediately adjoin the project corridor indicated that their children do so, compared to just 13% of respondents from the city-wide sample.

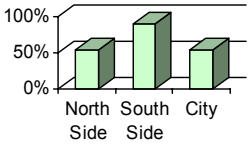
Have School Children that Walk or Bicycle Along or Across Syracuse Road



3.3.5 Resident Opinions about Traffic and Road Conditions

Several survey questions were designed to assess area residents' views about current traffic conditions and problems in Syracuse and within the project corridor in particular. When asked their opinion about how much of a problem current traffic congestion is on portions of Syracuse Road located between 1000 West and 2000 West, substantial majorities of those living immediately adjacent to the project corridor as well as those living elsewhere in the city indicated that there are moderate to serious problems with traffic congestion on that section of Syracuse Road. Respondents whose homes immediately adjoin the south side of the road corridor were

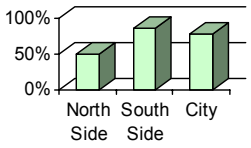
Consider Traffic Congestion on Syracuse Road to be a Serious Problem



most likely to consider traffic congestion on this road segment to be a serious problem (90.5%). However, a majority of respondents living immediately north of the project corridor (53.8%) and those living elsewhere in Syracuse (53.2%) also considered traffic congestion on this road segment to be a serious problem.

Respondents were next asked: "In light of the rapid population growth that is occurring in and around your community, how important do you think it is to develop transportation system improvements that could better handle increased traffic levels?" The most common response among all respondents was "very important," with 50% of those living immediately north of the project corridor, 85.7% of those located immediately south of the project corridor, and 78.4% of those living elsewhere in the city selecting this response category. Almost none of the survey respondents indicated that implementation of transportation improvements is "not at all important."

Consider Implementation of Transportation Improvements to be Very Important



3.3.6 Resident Opinions and Concerns about Syracuse Road Reconstruction Options

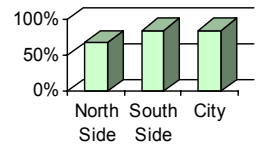
An additional series of items included in the survey questionnaire addressed area residents' views about potential impacts of several generally defined options for dealing with traffic conditions on the affected portions of Syracuse Road. First, respondents were asked to address possible effects on their community, their neighborhood, and themselves/their family of an "on-corridor" construction option that would maintain the existing road corridor for Syracuse Road between 1000 West and 2000 West, while widening the roadway to include four traffic lanes, a two-way left-turn lane, and pedestrian sidewalks on both sides of the road. Next, respondents were asked to consider a parallel series of questions addressing the potential effects of an "off-corridor" option that would construct a relocated and widened roadway shifted away from the existing corridor to avoid most existing residences and businesses. Similarly, respondents were asked to consider impacts of implementing a No-action Alternative that would retain existing transportation conditions in the affected segment of the Syracuse Road corridor.

On-Corridor Reconstruction Options

Effect on the community of Syracuse

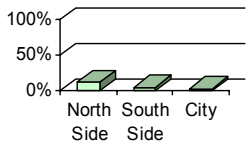
The first question in this series asked respondents about the effects that implementation of an on-corridor reconstruction of Syracuse Road between 1000 West and 2000 West would have on the community of Syracuse as a whole. Results reveal that a substantial majority of both corridor-adjacent residents and those living elsewhere in the city believe that such reconstruction would have positive overall effects. Over two-thirds (68%) of respondents whose properties adjoin the north side of the

Indicated that Overall Community Impacts would be Positive (On-Corridor)



corridor indicated that overall community impacts would be either moderately positive or very positive, compared to 85% of those immediately adjoining the south side of the corridor and 85% of those living elsewhere in the city. Very few respondents (8.7% of those whose properties are immediately adjacent to the project corridor and 2.9% of those in the city-wide sample) anticipated that community-wide effects of such reconstruction would be "very negative."

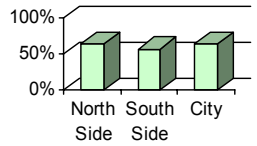
Indicated that Overall Community Impacts would be Negative (On-Corridor)



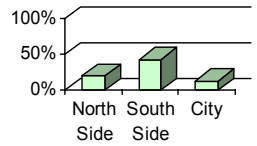
Effect on the neighborhood within two blocks of their homes

Similarly, respondents were asked to consider the possible effects of on-corridor road reconstruction on the neighborhood within two blocks of their homes. Most corridor-adjacent residents as well as those living elsewhere in Syracuse believed that effect on their neighborhoods would be moderately positive or very positive. In combination, 64% of those whose properties adjoin the north side of the corridor anticipated either moderately positive or very positive neighborhood effects, compared to 57.2% of those located immediately south of the roadway and 63.3% city-wide. At the same time, one in five (20%) of respondents living immediately north of the roadway and over two in five (42.9%) of those located immediately south of the roadway anticipated either moderately negative or very negative effects on their neighborhoods.

Believed that Effect on Neighborhood would be Positive (On-Corridor)



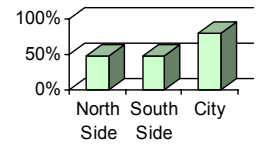
Believed that Effect on Neighborhood would be Negative (On-Corridor)



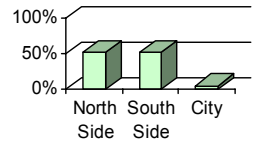
Effect on themselves and their families

The third question in this series asked respondents to evaluate the possible effects of on-corridor reconstruction of the roadway on themselves and their families. Responses of persons living immediately adjacent to the affected portions of Syracuse Road are fairly evenly divided between expectations of positive or negative consequences. Among those adjoining the north side of the roadway, 48% anticipated moderately positive or very positive effects on themselves and their families, while 52% anticipated moderately negative or very negative effects. Similarly, 47.6% of those located immediately south of the roadway anticipated moderately positive or very positive consequences, and 52.4% anticipated negative effects. Persons living in other portions of Syracuse were considerably more positive about this on-corridor option, with four out of five (80.2%) of respondents from the city-wide sample anticipating moderately positive or very positive effects for themselves and their families, while only about 5% expected negative consequences.

Anticipated Positive Effects on Themselves and Families (On-Corridor)



Anticipated Negative Effects on Themselves and Families (On-Corridor)



Opinions regarding on-corridor reconstruction

This series of questions was followed by an open-ended question providing respondents with the opportunity to describe in their own words the most important positive consequences as well as the most important negative consequences that they anticipated might result from implementation of an on-corridor road reconstruction option. Comments regarding positive effects were considerably more common than those

addressing negative effects. The prospect of reduced traffic congestion and improved traffic flow dominated responses highlighting potential positive consequences, followed less frequently by comments focusing on improved traffic safety. Those commenting on potential negative effects most frequently identified adverse impacts associated with the removal of some homes, loss of yard space and impacts associated with the proximity of the roadway right-of-way to some homes not being removed, reduction in the value of corridor-adjacent residential properties, and traffic disruption and inconvenience that would occur during the reconstruction period.

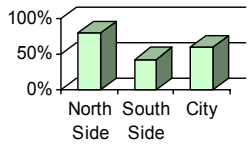
Off-Corridor Reconstruction Options

The same series of questions addressing expectations about effects on the community, the local neighborhood, and self/family was repeated for a scenario involving relocation of the road corridor for Syracuse Road between 1000 West and 2000 West away from the existing roadway. As with the on-corridor option, this option would provide four traffic lanes, a two-way left-turn lane, and pedestrian sidewalks. However, the road alignment would swing south and then north away from the existing corridor, in order to avoid most existing residential and commercial properties (Alternatives E and F).

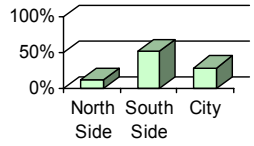
Effect on the community of Syracuse

Residents included in the city-wide sample were generally positive about the potential effects of an off-corridor option (60% anticipating either moderately positive or very positive community effects), though they were considerably less enthusiastic about this option than was the case when on-corridor reconstruction was considered. A substantial majority (80%) of respondents living immediately north of the existing road corridor anticipated either moderately positive or very positive community effects of this option, more than was the case for the on-corridor option, reflecting the fact that such an option would allow the north-side neighbors to remain largely intact. In contrast, those living immediately south of the roadway were more likely to anticipate negative community effects (52.4%) than positive effects (42.8%), in sharp contrast to their generally positive assessment of an on-corridor option. These shifts are not surprising, since an off-corridor option would create more disturbances in areas south of the roadway, while having only limited effects on residential areas north of the roadway.

Indicated that Overall Community Impacts would be Positive (Off-Corridor)



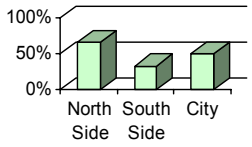
Indicated that Overall Community Impacts would be Negative (Off-Corridor)



Effect on the neighborhood within two blocks of their homes

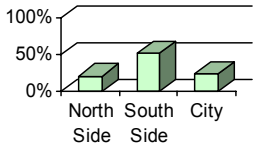
In response to the question addressing anticipated effects of off-corridor reconstruction on the neighborhoods within two blocks of respondents' homes, once again, persons living on the south side of the corridor were more likely to express concern about this option (32.8% anticipated moderately positive or very positive effects, 52.4% anticipated negative

Believed that Effect on Neighborhood would be Positive (Off-Corridor)



effects) than those living immediately north of the corridor (66.7% anticipated moderately positive or very positive neighborhood effects) or those living elsewhere in the city (50.5% anticipated positive effects).

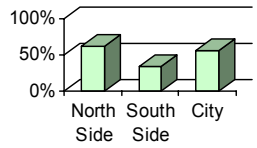
Believed that Effect on Neighborhood would be Negative (Off-Corridor)



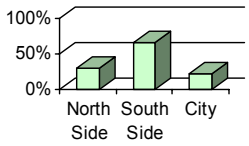
Effect on themselves and their families

When asked about expectations regarding the effects of an off-corridor reconstruction option on individual respondents and their families, moderately positive or very positive individual and family consequences were anticipated by a majority of those living immediately north of the corridor (62.5%) and those located elsewhere in the city (55.4%). However, residents whose properties immediately adjoin the south side of the corridor were twice as likely to anticipate moderately negative or very negative consequences for themselves and their families (66.7%) than to anticipate positive effects (33.3%), again reflecting the fact that this option would intrude into and alter at least some portions of the residential neighborhoods located immediately south of the existing corridor.

Anticipated Positive Effects on Themselves and Families (Off-Corridor)



Anticipated Negative Effects on Themselves and Families (Off-Corridor)



Opinions regarding off-corridor reconstruction

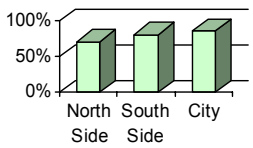
Responses to the open-ended question addressing anticipated positive as well as negative effects of an off-corridor option highlighted several issues. With respect to positive effects, respondents most frequently identified the potential for reduced traffic congestion and improved traffic flows, followed by comments indicating that this option would reduce the magnitude of relocation impacts on existing homes and families and avoid removal of historic properties located along the existing road corridor. Comments regarding potential negative effects focused most frequently on the potential for loss of residential properties and reduced quality of life in neighborhoods located south of the existing roadway, concerns about inconvenience associated with a relocated roadway that would no longer run in a straight east-west direction, and loss of open space and agricultural lands that would be bisected by the relocated road corridor.

No-action Alternative

Effect on the community of Syracuse

Finally, survey respondents were asked to consider the possible community-wide, neighborhood, and personal effects of adopting the No-action Alternative that would maintain the existing two-lane roadway in the portion of Syracuse Road between 1000 West and 2000 West. Substantial majorities of both corridor-adjacent residents (70.8% of those immediately north and 81% of those immediately south) and city-wide respondents (86.7%) anticipated that the community would experience moderately negative or very negative effects if a No-action Alternative was selected.

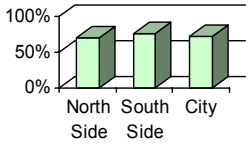
Indicated that Overall Community Impacts would be Negative (No-action)



Effect on the neighborhood within two blocks of their homes

Majorities of respondents located immediately north of the corridor (70.8%), immediately south of the corridor (76.2%), and city-wide (71.6%) indicated that they would expect this option to have negative effects on their local neighborhoods.

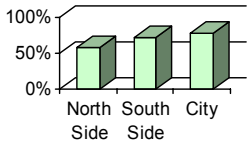
Believed that Effect on Neighborhood would be Negative (No-action)



Effect on themselves and their families

When asked to evaluate the effects of a No-action Alternative on themselves and their families, 58.3% of those immediately adjoining the north side of the roadway, 71.4% of those immediately south of the roadway, and 78.4% of those living elsewhere in Syracuse indicated that implementation of such an option would have either moderately negative or very negative consequences for themselves and their families.

Anticipated Negative Effects on Themselves and Families (No-action)



Opinions regarding No-action Alternative

Responses to the open-ended question addressing potential positive as well as negative effects of the No-action Alternative revealed a preponderance of comments highlighting negative aspects of this option. The few individuals who did highlight positive effects most frequently commented about the elimination of a need to remove existing homes that would accompany any of the construction options. Several individuals also noted that this option would prevent additional inconvenience associated with road construction activities, while others commented on the cost savings that would result from not investing public funds in reconstruction of the roadway. Comments focusing on negative consequences of selecting a No-action Alternative overwhelmingly highlighted concerns about the failure to address traffic congestion problems in the area.

3.4 ENVIRONMENTAL JUSTICE

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by the President on February 11, 1994, directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent possible and permitted by law.

Fundamental Environmental Justice principles include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or substantial delay in the receipt of benefits by minority and low-income populations

Executive Order 12898 and the United States Department of Transportation (USDOT) and Federal Highway Administration (FHWA) Orders on Environmental Justice address persons belonging to any of the following groups:

- **Black** - a person having origins in any of the black racial groups of Africa
- **Hispanic** - a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- **Asian** - a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
- **American Indian and Alaskan Native** - a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition
- **Native Hawaiian or Other Pacific Islander** - a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
- **Low-Income** - a person whose household income (or in the case of a community or group, whose median household income) is at or below the HHS poverty guidelines

As discussed in the Social section of this chapter, Syracuse exhibits little racial or ethnic diversity, with 95% of the population classified as white in 2000. Hispanic/Latino persons represent the largest ethnic/racial minority group in the community, comprising 3.6% of the city's population in 2000. Median household income in 1999 for Syracuse City was $58,223, compared to $45,726 for the state as a whole. Approximately 10% of households had incomes under $25,000, and 2.1% of families were classified as falling below the official poverty level.

3.4.1 2000 Census Data

Social characteristics for the two census-defined areas (see Figure 3-5), which in combination roughly correspond to the core project area, are shown in Table 3-3. In addition, Table 3-3 provides more detail on the racial and ethnic compositions of populations living in the two study area quadrants defined by these Census tract block groups in 2000.

Table 3-3. Population Characteristics (from 2000 Census Data) Relating to Environmental Justice for Two Census Tract Segments Encompassing the Project Study Area.

	Within Block Group North of Corridor Census Tract 1255.03 Block Group 5	Within Block Group South of Corridor Census Tract 1254.03 Block Group 1	Total of Both Block Group Areas
TOTAL POPULATION IN AREA	2,822	3,149	5,971
NON-HISPANIC POPULATION	2,716 (96.2%)	3,056 (97.0%)	5,772 (96.7%)
White alone	2,637 (93.4%)	2,891 (91.8%)	5,528 (92.6%)
Black or African American alone	0 (0%)	12 (0.4%)	12 (0.2%)
American Indian/Alaskan Native alone	0 (0%)	0 (0%)	0 (0%)

	Within Block Group North of Corridor Census Tract 1255.03 Block Group 5	Within Block Group South of Corridor Census Tract 1254.03 Block Group 1	Total of Both Block Group Areas
Asian alone	34 (1.2%)	85 (2.7%)	119 (2.0%)
Native Hawaiian/other Pacific Islander alone	0 (0%)	0 (0%)	0 (0%)
Other race alone	0 (0%)	0 (0%)	0 (0%)
Two or more races	45 (1.6%)	68 (2.2%)	113 (1.9%)
HISPANIC POPULATION	106 (3.8%)	93 (3.0%)	199 (3.3%)
White alone	10 (0.4%)	33 (1.0%)	43 (0.7%)
Black or African American alone	0 (0%)	0 (0%)	0 (0%)
American Indian/Alaskan Native alone	0 (0%)	0 (0%)	0 (0%)
Asian alone	0 (0%)	0 (0%)	0 (0%)
Native Hawaiian/other Pacific Islander alone	0 (0%)	0 (0%)	0 (0%)
Other race alone	64 (2.3%)	51 (1.6%)	115 (1.9%)
Two or more races	32 (1.1%)	9 (0.3%)	41 (0.7%)
Median Household Income	$47,865	$57,126	Not Available
Percent of persons below poverty level	6.7%	1.3%	3.9%

Source: U.S. Bureau of the Census, http://factfinder.census.gov (2000 Census, Summary File 3)
Note: Census tracts and block groups are shown on Figure 3-5

3.4.2 Minority Populations

Census Data

For the Census tract north of the corridor, 2.8% of the non-Hispanic population was comprised of racial minorities (*non-Hispanic* percentage minus the *White alone* percentage – see Table 3-3) and an additional 3.8% of the total population was classified as Hispanic (regardless of race). South of the corridor, 5.2% of the non-Hispanic population was comprised of racial minorities and 3.0% of the total population classified as Hispanic. The overall proportion of minority residents was higher south of the corridor than north of the corridor.

Survey Data

To better identify the potential for minority populations within the project area and the potential for disproportionate impacts to minority populations, a Community Social Assessment was

performed for this project which included a questionnaire that was administered to area residents. The questionnaire was distributed to all available households immediately adjoining the project corridor, and to a random sample of households in the remainder of Syracuse.

Data collected from this survey did not produce the level of detail regarding the racial and ethnic status that is represented in Census data. However, a very high percentage of survey respondents characterized their racial/ethnic status as "white/caucasian/anglo" in the study areas represented in the survey (100% on the north side of the Syracuse Road corridor, 100% on the south side of the Syracuse Road corridor, and 91.0% in the city-wide sample). Additionally, only one respondent living in a corridor-adjacent residence indicated that another member of the household was non-white (Pacific Islander).

Due to the apparent low percentage of minority residents in the city-wide sample, along with the understanding that project impacts decrease as distance from the corridor increases, there is a low potential for disproportionate impacts to minority populations within the city. Thus, additional study concentrated only on the on-corridor residents.

On-corridor Survey Data

No on-corridor survey respondents self-identified themselves as non-Caucasian and no below-poverty households were identified (through the survey) to exist along the corridor. Also, Syracuse City has indicated that it is not aware of any minority or low-income based businesses in the project area. These conditions indicate that Environmental Justice issues are unlikely to emerge, since disproportionately high and adverse effects on minority or low-income populations would not occur.

3.4.3 Low-Income Populations

A person whose household income is at or below the HHS poverty guidelines is considered low-income. 2003 HHS poverty guidelines (shown in Table 3-4) range from $8,980 for a family unit of one person to $34,100 for a family of 9.

Census Data

Indicators of socioeconomic status and well-being suggest that most residents of this study area are relatively well-off. As shown in Table 3-3, median household income levels varied from a low of $47,865 to a high of $57,126 in Census tracts north and south of the corridor, respectively. The percentage of persons falling below the poverty level threshold, according to 2003 HHS guidelines, was 6.7% on the north side of the corridor and 1.3% on the south side of the corridor.

Survey Data

To better identify the potential for low-income populations within the project area and the potential for disproportionate impacts to low-income populations, a Community Social Assessment was performed for this project which included a questionnaire that was administered to area residents. The questionnaire was distributed to all available households immediately adjoining the project corridor, and to a random sample of households in the remainder of Syracuse.

Respondents were asked to report their total household income (before taxes) in 2003 by checking one of 16 income categories. The lowest of those categories were structured to reflect the U.S. Department of HHS 2003 household poverty thresholds for family units of one to nine persons (see Table 3-4). The response distributions indicate that among those answering this question, 50% of respondents living immediately north of the project corridor and 45% of those immediately south of the corridor reported 2003 household incomes below $40,000, compared to just 19.6% of respondents included in the city-wide sample. At the same time, the proportion of households with incomes of $70,000 or more was higher in the city-wide sample (44.6%) than for those living immediately adjacent to either the north (12.6%) or south side (35%) of the project corridor. These results make it clear that households immediately adjoining the project corridor are characterized by lower income levels than is true for Syracuse as a whole. However, conjoint analysis of responses to the income question and the measure of household size indicated that none of the households immediately adjoining the project corridor fell below the official HHS poverty thresholds in 2003.

Table 3-4 summarizes household income and family size data along with the 2003 HHS poverty income levels.

Table 3-4. Syracuse Road Corridor Income and Household Size Statistics.

Size of Family Unit	Number of Households on Corridor	2003 HHS Poverty Level	Number of Potential Low-Income Households
1	11	$8,980	0
2	12	$12,120	0
3	7	$15,260	0
4	8	$18,400	0
5	2	$21,540	0
6	4	$24,680	0
8	1	$30,960	0
9	1	$34,100	0

Source: Data were obtained as part of the community social assessment performed by Dr. Krannich, 2004.
Poverty levels obtained from http://aspe.hhs.gov/poverty/poverty.shtml

Although income levels among corridor-adjacent households are lower than is the case city-wide, no below-poverty households were identified through survey responses and no Environmental Justice populations based on income levels have been identified along the corridor.

Environmental Justice populations exist in the Census tracts immediately north and south of the corridor; however, disproportionately high and adverse effects on minority or low-income populations are unlikely to emerge in the evaluation of impacts associated with the project's Build and No-action Alternatives, since no on-corridor minority or low-income populations were identified as part of the social survey that was conducted and Syracuse City has indicated that it is not aware of any minority or low-income based businesses in the project area.

3.5 RELOCATIONS

Most of Syracuse Road has existing development on both sides of the roadway. Many of these properties were developed based on narrower roadway right-of-way widths consistent with existing standards at the time of construction. Subsequently, a widened and improved roadway would require additional right-of-way from many of these properties, to the point of requiring the relocation of some residences and businesses.

3.6 ECONOMIC CONDITIONS

The economy of Syracuse is becoming diversified and strong and has been growing consistently for several years. The following businesses are located within or near the project area:

- Kano & Sons (2047 West 1700 South)
- Maverik Country Stores (1991 West 1700 South)
- Wells Fargo (1975 West 1700 South)
- Family Car Sales (1947 West 1700 South)
- "A" Insurance Agencies (1867 West 1700 South)
- Heritage Lane Commercial Plaza (1747 West 1700 South)
- J. Kelly Hansen Financial Planning/Quilt School (1797 West 1700 South)
- Children's Tea Parties (1782 West 1700 South)
- Automatic Transmission Service (1597 West 1700 South)
- Paul's Auto Repair (1586 West 1700 South)
- Thurgood Plumbing (1578 West 1700 South)
- Walgreens (1037 West 1700 South)
- 7-Eleven (976 West 1700 South)
- Barnes Banking (975 West 1700 South)

Additional commercial property is planned for land on the south side of Syracuse Road between 1500 West and 1000 West. There is also planned commercial property between 1550 West and 2000 West along the north and south sides of the roadway. There is also some commercial potential at the corner of 1700 South and 1000 West. The development of this property would occur as 1700 South is widened and as infill projects occur (Syracuse City General Plan).

A Town Center Master Plan has received approval by the Planning Commission and City Council (see Figure 3-3). This plan would include formal planting of trees, unique street lighting, and other streetscape amenities from 1000 West to 2000 West. The basic intent of the Town Center Master Plan is to establish a high-quality mixed use and integrated residential, commercial, and civic area with multi-purpose open space and trail way system linking the city's master planned trail system. The Town Center Master Plan states that commercial enterprises geared to serve local needs should be encouraged at the Syracuse Road – 2000 West intersection.

3.7 PEDESTRIANS AND BICYCLISTS

3.7.1 School Walking Routes

Allison Way School Crossing

Four schools, all of which are located north of Syracuse Road, have boundaries within the project area (Cook Elementary, Syracuse Elementary, Syracuse Junior High, and Clearfield High – see Figure 3-6). Students living south of Syracuse Road are encouraged to cross Syracuse Road at 1000 West, Allison Way, or 2000 West if they walk to school. 1000 West and 2000 West are signalized intersections with crosswalks. Syracuse Road at Allison Way is not signalized, but currently has a crosswalk along with a 20 mph school zone and school crossing guard before and after school.

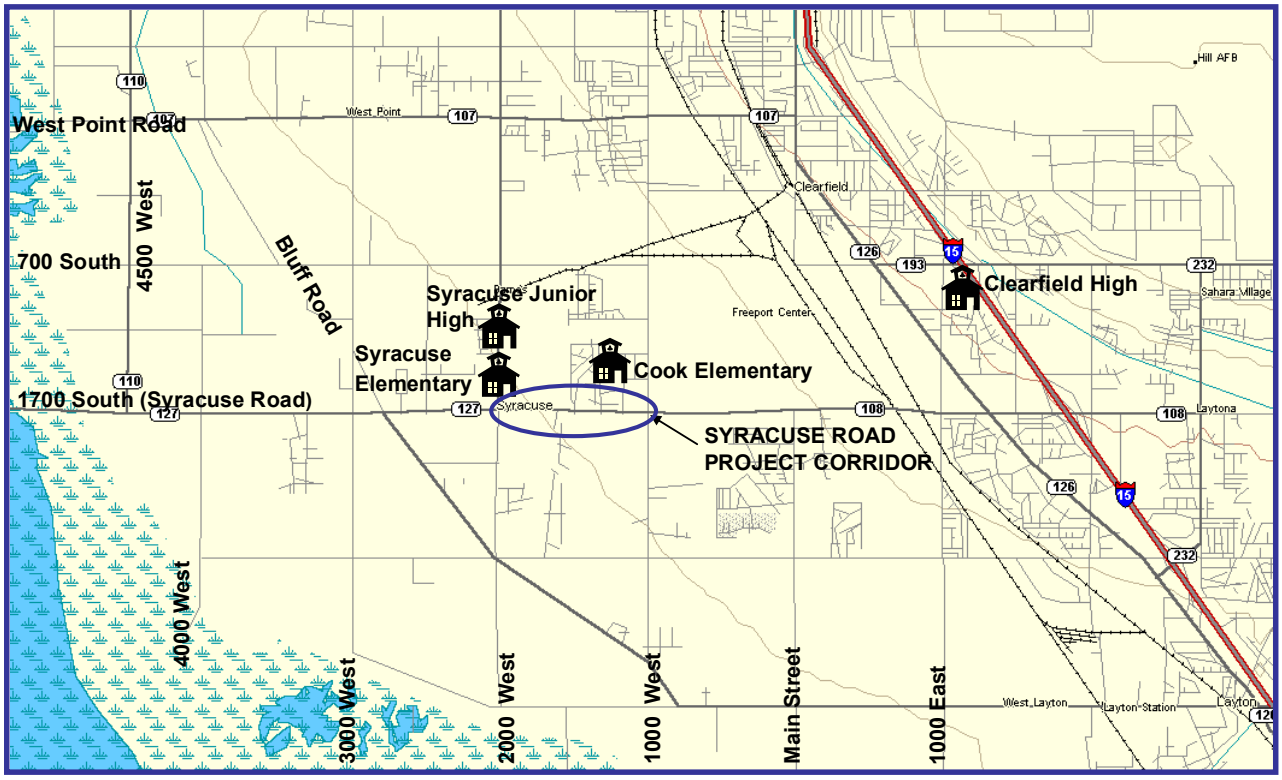


Figure 3-6. Schools with Boundaries in Project Area.

3.7.2 Trails

There are no existing trails within or adjacent to the project area to accommodate pedestrians or bicyclists. Currently, sidewalks exist only on the north side of Syracuse Road and bicyclists must travel in the traffic lane. The Wasatch Front Regional Council (WFRC) Bicycle Plan calls for a Class II bicycle route along Syracuse Road, 1000 West, and 2000 West. A Class II bicycle route provides a striped and signed bicycle lane for travel along the roadway. The Syracuse City Concept Master Trail Plan Map includes the WFRC bicycle route along Syracuse Road. The plan

also calls for a Syracuse City Link trail along the western portion of this project and around the planned Town Center border. Two other Syracuse City Link planned trails (one at 1250 West and another just east of Founders Park) would cross Syracuse Road to connect Stoker Park, Founders Park, and Centennial Park to other proposed trails in the city.

Syracuse Road is considered the gateway to Antelope Island State Park. Many people bicycle along Syracuse Road to Antelope Island State Park. The park entrance is located approximately 3.5 miles west of the project area and is open year round. The WFRC Bicycle Plan calls for a Class II bicycle route that extends to Antelope Island State Park. Trail use in the park includes biking, horseback riding, and hiking. In 2000, it was estimated that 38% of park visitors used portions of the 33 miles of trails, primarily for hiking (Antelope Island State Park Visitor Survey Report, 2000).

3.8 AIR QUALITY

3.8.1 Attainment Status of Study Area

The Clean Air Act Amendments (CAAA) of 1990 require that all areas which have recorded violations of the National Ambient Air Quality Standards (NAAQS) be designated as non-attainment areas and that these areas develop a State Implementation Plan (SIP) or Maintenance Plan that identifies control strategies that must be implemented and allowable emissions levels that must be met for the area to attain and maintain the NAAQS.

Table 3-5. Air Quality Attainment Status for Motor Vehicle Related Pollutants in Davis County.

Non-Attainment Area	Pollutant	Status
Davis County	Ozone (O_3, with VOC and NOx precursor pollutants)	Maintenance Area

Source: Utah Division of Air Quality (http://airquality.utah.gov/GRAPHICS/MAPS/non_attn.pdf)

3.8.2 Air Quality Conformity Requirements

The CAAA 42 U.S.C. 7476(c) requires that federal actions conform to the SIP and Maintenance Plan approved under section 110 of the act. The Transportation Conformity Rule, Section 40 CFR parts 51 & 93 establishes standards and guidelines to be followed in determining conformity of a proposed transportation project to the SIP. Specifically, the proposed transportation project must come from a Long Range Transportation Plan (LRTP) which demonstrates that the proposed project, when analyzed regionally with all other proposed transportation improvement projects, conforms to the control strategies and emissions levels outlined in the SIP or Maintenance Plan. In December 2003, the WFRC determined that the year 2030 LRTP conforms to the SIP and that all projects included in the LRTP were found to conform. In a letter dated January 20, 2004 (see Chapter 8), FHWA and the Federal Transit Authority (FTA) jointly made a similar conformity finding based on the WFRC analysis. Widening Syracuse Road to a five-lane cross-section is included in Phase I of the LRTP that conforms to the SIP. FHWA and FTA concurred that the 2006-2010 TIP conforms to the SIP on September 30, 2005 (see letter in Chapter 8).

In addition to this regional analysis, localized project analysis is also required in carbon monoxide (CO) and PM_{10} (particulate matter with a diameter of less than 10 micrometers) non-attainment areas. Although Davis County is not a non-attainment area for CO and PM_{10}, it should be demonstrated that the project would not create any new air quality violations. A quantitative localized analysis for CO can be performed using the CAL3QHC software model for intersections that exceed the traffic volumes set forth in UDOT's Air Quality Hotspot Manual determined not to cause a violation of the NAAQS one-hour or eight-hour standards. A localized ("hot spot") PM_{10} analysis methodology has not been adopted by the Environmental Protection Agency (EPA), so localized analyses of PM_{10} impacts need only be performed at a qualitative level. Results of the CO and PM_{10} analysis are shown in Chapter 4.

3.9 NOISE

Traffic noise levels are measured in A-weighted decibels (dBA), which approximate the way the human ear hears sounds at different frequencies. The A-scale emphasizes the higher frequency noise content, since it is more annoying to the human ear. Since traffic noise varies over time, sound levels for this study are expressed as "equivalent levels," or L(eq), and are representative of the average sound level. Figure 3-7 shows the noise levels of common sounds for reference.

The primary sources of noise in the project area are automobile and truck traffic from Syracuse Road. Existing noise levels for each receiver along Syracuse Road were calculated using the Traffic Noise Model (TNM) 2.1 software. The calculated noise levels were then used to create contours (see Figure 3-8). On-site measurements were made to verify the accuracy of the model and are shown in Figure 3-8 and Table 3-6. The UDOT Noise Abatement Policy has defined a level of 65 dBA as the threshold for a noise impact. As can be see in Figure 3-8, several on-corridor homes are considered impacted by existing noise.

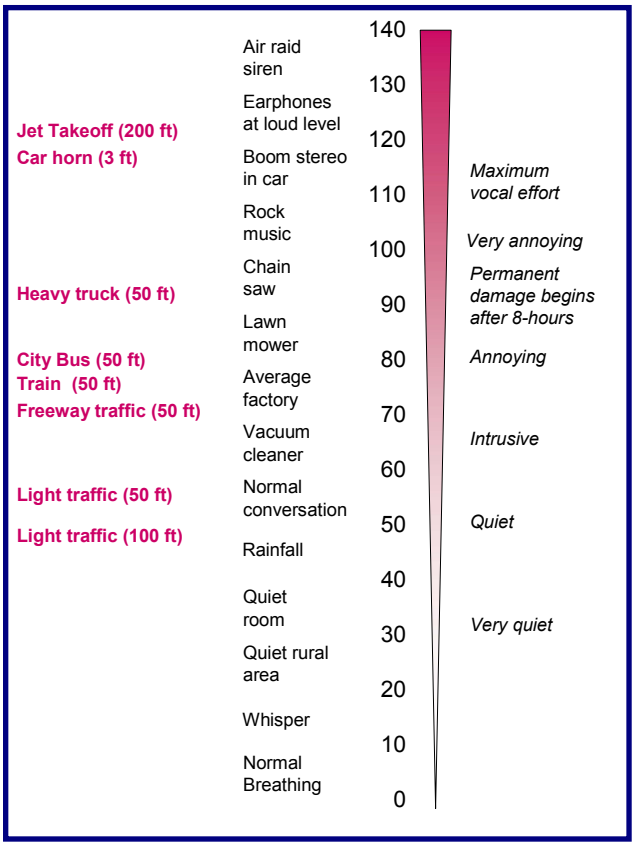


Figure 3-7. Noise levels (in dBA) of common sounds

(compiled from FTA and EPA data).

Table 3-6. Existing Noise Levels.

Site #	Land Use Type	Hourly *Leq (± 1 dBA)	Address/Location
1	Community Facility	59.5	1500 South 1900 West (Founders Park)
2	Community Facility	69.8	1875 West 1700 South (Museum)
3	Residential	70.4	1698 West 1700 South
4	Residential	73.1	1546 West 1700 South
5	Residential	69.0	1452 West 1700 South
6	Residential	75.5	1320 West 1700 South
7	Residential	69.7	1224 West 1700 South
8	Residential	75.3	1066 West 1700 South

*Leq = the equivalent or average noise level, in units of dBA

3.10 WATER QUALITY

3.10.1 Groundwater

The Syracuse area is part of the east shore aquifer system. Ground water resources exist in unconsolidated to semi-consolidated Quaternary basin-fill deposits. The deeper water in the east shore aquifer system is generally confined (including the area within the project corridor), but unconfined conditions exist in recharge areas along a narrow band at the base of the Wasatch Mountain Front about eight miles east of the project area. Ground water flow is generally westward from recharge areas near the Wasatch Range toward the Great Salt Lake.

3.10.2 Surface Water

Rivers and Streams

There are no rivers or streams within the project study area.

Irrigation

There is an existing piped, gravity-flow irrigation system along the south side of Syracuse Road from 1000 West to 2000 West. The system serves several properties along the south side of the roadway. Turnouts divert water to ditches, flowing parallel to the corridor or to the south.

Storm Drain

Currently, Syracuse Road between 1000 West and 2000 West has an impervious area (pavement, sidewalk, etc.) of about four acres. Existing storm drain facilities are intermittent along the corridor. Much of the existing roadway is without curb and gutter to direct the runoff; thus storm drain inlets are mostly located in low areas. Drainage facilities are located on the north side of the roadway from 1250 West to Marilyn Drive and along the south side of the roadway from Marilyn Drive to 2000 West. The existing drainage system, which also serves to route storm water from subdivisions to the north, discharges to an existing 24-inch storm drain pipeline at 2000 West.


2000 WEST
SYRACUSE ROAD
(1700 SOUTH)
Proposed Town
Center
Founders
Park
Noise Measurement Site 1
BANBURY
DRIVE
Children's
Tea Parties
Noise Measurement Site 3
Paul's Auto
Repair
Thurgood
Plumbing
Noise Measurement Site 4
MATCH LINE
Noise Measurement Site 2
Kano
&
Sons
Maverik
Wells Fargo
Family
Car
Sales
Syracuse Museum
& Cultural Center
"A" Insurance
Agencies Inc.
Heritage Lane
Comm. Plaza
J. Kelly
Hansen
Financial
Planning
Quilt School
Automatic
Transmission
Service
ALLISON
WAY
HERITAGE LANE
Centennial
Park
MARILYN DRIVE
1250 WEST
1100 WEST
1000 WEST
LDS
Church
Jimmy Dangeloff's
Ristorante
Darker Image
Tanning
Available
7-11
Barnes
Banking
Walgreens
Noise Measurement Site 5
Noise Measurment Site 6
Noise Measurement Site 7
Noise Measurement Site 8
14 16 20 24 28 21 33 38 40 44 50 54 58 64 74 78
112 121 128 131 132 136 137 145 148 150 153 157 163 165 169
55 60 65
LEGEND:
NOISE IMPACT WITH RECEIVER NUMBER
(≥65 dBA FOR RESIDENCES;
≥ 70 dBA FOR BUSINESSES)
NOISE MEASUREMENT SITE
EXISTING RIGHT-OF-WAY
60 NOISE LEVEL CONTOURS
100 0 50 100 200

FIGURE 3-8
EXISTING
NOISE IMPACTS (2004)

3.11 WETLANDS

Under the Clean Water Act, the United States Army Corps of Engineers (USACOE) regulates placement of dredged or fill material impacting waters of the United States, including jurisdictional wetlands. A wetland delineation report was prepared for this project by Todd Sherman of Wetland Resources (see List of Technical Reports). The wetland delineation report states that no wetland areas were identified in the project area. Based on this information, the USACOE has determined that there are no Waters of the United States, including wetlands, in the project area and a Department of the Army Permit is not required for the project (see letter dated October 14, 2003 in Chapter 8).

3.12 FLOODPLAINS

The Federal Emergency Management Agency (FEMA) delineates 100-year floodplains on Flood Insurance Rate Maps (FIRM). Currently there are no maps delineated for the Syracuse Road project area. There are no stream crossings within the project corridor; thus there are no floodplains within the project area.

3.13 WILDLIFE

No wildlife resources have been identified within the project study area. The Utah Division of Wildlife Resources (UDWR) has indicated that it does not have records of occurrence of any threatened, endangered, or sensitive species within the proposed project site; however, within a three-mile radius of the project site, there are recent records of occurrence for short-eared owl and long-billed curlew, two bird species included on the Utah Sensitive Species List (see January 28, 2005 email in Chapter 8). Additional research conducted through the UDWR Utah Conservation Data Center indicated that there is no known habitat in the project area for species included in the database (band-tailed pigeon, blue grouse, elk, hungarian partridge, moose, mule deer, pronghorn, ruffled grouse, sage grouse, or sharp-tailed grouse).

3.14 THREATENED OR ENDANGERED SPECIES

Early coordination with U.S. Fish and Wildlife Service (USFWS) indicated that no federally listed threatened or endangered species were known to occur in the project area. However, the USFWS indicated that protection for the peregrine falcon, which was removed from the federal list of endangered and threatened species per Final Rule of August 25, 1999 (64 FR 46542), was still provided under authority of the Migratory Bird Treaty Act, which makes it unlawful to pursue, hunt, take, capture, or kill migratory birds, their parts, nests, or eggs (16 U.S.C. 703-712).

Peregrine Falcon

The Utah Division of Wildlife Resources (UDWR) has indicated that the only peregrine falcon nests near the project area are the nesting platforms constructed near the edge of the Great Salt Lake in Farmington Bay, three to four miles west and southwest of the project area (see November 1, 2004 memorandum in Chapter 8).

Based on this information, USFWS indicated that no federally listed threatened or endangered species are known to occur in the project area and concurs with a "no effect" determination for threatened and endangered species (see February 9, 2005 letter in Chapter 8). Threatened and endangered species letters require updating yearly and a letter has been issued from UDOT to USFWS requesting concurrence for the "no effect" determination (see February 27, 2006 letter in Chapter 8). Due to the Memorandum of Agreement between UDOT, FHWA, and USFWS signed August 30, 2005, a concurrence letter from USFWS is not required for this "no effect" determination and will likely not be received.

3.15 CULTURAL RESOURCES

3.15.1 Section 106 of the National Historic Preservation Act of 1966

In accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended, and its implementing regulations found in 36 CFR 800, the Syracuse Road Area of Potential Effects (APE) has been inventoried for cultural resources. The APE included adjacent property to the north and south of the existing Syracuse Road between 1000 West and 2000 West, along with properties within 500 feet in each direction at the 1000 West and 2000 West intersections.

The term *historic property* is used throughout this section. 36 CFR 800.16(I) defines the term *historic property* as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places" (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to Native American tribes that meet the National Register criteria. The term *eligible for inclusion* in the National Register includes both properties formally determined as such in accordance with regulations of the Secretary of the Interior and all other properties that meet the National Register criteria.

Section 106 requires that each property within the APE be evaluated for eligibility onto the NRHP. Consistent with Section 106, cultural resource surveys have been completed within the APE and include:

- *Selective Reconnaissance Survey Syracuse, Davis County, Utah*, prepared by Nancy Calkins, Historic Preservation Consultant, March 2004
- *A Cultural Resource Inventory of a Segment of Syracuse Road (SR-108), from 1000 West to 2000 West, in Syracuse, Davis County, Utah*, prepared by EarthTouch, April 5, 2004

Reconnaissance Level Survey

A Reconnaissance Level Survey (RLS) was conducted, which evaluated historic structures within the APE as well as throughout Syracuse City. This survey included structures only from the historic period (constructed in or prior to 1958). A total of 194 properties were surveyed within Syracuse City limits. The broader study area of the RLS benefits the development of historic contexts and aids the evaluation of potential historic structures within the APE.

To be eligible for the NRHP, a historic property must qualify under one of the NRHP eligibility criteria as defined in 36 CFR 60.4 and shown in Table 3-7.

Table 3-7. NRHP Criteria for Evaluation.

NRHP Criterion	Characteristics
A	Associated with events that have made a significant contribution to the broad patterns of our history.
B	Associated with the lives of persons significant in our past.
C	Embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction.
D	Yielded, or may be likely to yield, information important in prehistory or history.

Source: Code of Federal Regulations Title 36 (36 CFR 60.4)

The RLS evaluated properties based on the Utah SHPO (State Historic Preservation Office) Ratings shown in Table 3-8. Historic resources within the APE which were identified in the survey, along with their respective SHPO Rating and NRHP eligibility criteria, are shown in Table 3-9.

Table 3-8. Utah SHPO Rating Definitions for Historic Properties.

SHPO Rating	Characteristics
A	**Eligible/Significant:** Built within the historic period and retains integrity; excellent example of a style or type; unaltered or only minor alterations or additions; individually eligible for NRHP under Criterion C; also, structures of known historical significance.
B	**Eligible:** Built within a historic period and retains integrity; good example of a style or type, but not as well-preserved or well-executed as "A" structures; more substantial alterations or additions than "A" structures, though overall integrity is retained; eligible for NRHP as part of a potential historic district or primarily for historical rather than architectural reasons (which cannot be determined at this point).
C	**Ineligible:** Built during the historic period but has had major alterations or additions; no longer retains integrity.
D	**Ineligible:** Out-of-period; built during the modern era.

A total of 49 historic structures (three structures were removed by the owners prior to completion of the survey) were documented along the Syracuse Road project corridor (see Table 3-9). Currently, there are no properties within the survey area listed on the NRHP.

Table 3-9. Historic Structures within the APE.

Address	Photos of Eligible Structures	SHPO Rating	Date (ca.)	Style	NRHP Criterion	Remarks
1655 South 2000 West		A	1926	20th Centruy Commercial	Eligible: A, C	
2057 West 1700 South		A	1926	Period Revival: Other	Eligible: C	

Address	Photos of Eligible Structures	SHPO Rating	Date (ca.)	Style	NRHP Criterion	Remarks
2047 West 1700 South		B	1926	20th Century Commercial	Eligible: C	
1867 West 1700 South		B	1950	Ranch/Rambler	Eligible: C	Business
1862 West 1700 South		B	1948	Minimal Traditional	Eligible: C	Windows replaced
1860 West 1700 South		C	1930	Bungalow	Ineligible	Behind 1945 house at 1862 West
1851 West 1700 South		B	1926	Colonial Revival	Eligible: C	Rear additions
1848 West 1700 South		A	1900	Vernacular	Eligible: A, C	Moved from 2000 W. in 1947
1828 West 1700 South		C	1910	20th Century: Other	Ineligible	Aluminum siding, rear addition
1797 West 1700 South		C	1913	20th Century: Other	Eligible: B	Style obscured by vinyl
1792 West 1700 South		B	1946	20th Century: Other Vernacular	Eligible: C	
1782 West 1700 South		B	1909	Victorian Eclectic	Eligible: B, C	First Pres. of Town Board-1935, SOM
1752 West 1700 South		A	1920	Bungalow	Eligible: C	Nice chicken coop
1741 West 1700 South		C	1918	Classical: Other	Ineligible	Vinyl siding
1729 West 1700 South		B	1958	Early Ranch	Eligible: C	
1724 West 1700 South		C	1930	Minimal Traditional	Ineligible	Vinyl siding, rear addition
1711 West 1700 South		B	1937	Minimal Traditional	Eligible: C	
1708 West 1700 South		B	1910	Bungalow Period Revival: Other	Eligible: C	Porch enclosed in – period
1698 West 1700 South		B	1900	Victorian Eclectic	Eligible: C	Aluminum siding, nice house
1688 West 1700 South		B	1953	Ranch/Rambler	Eligible: C	
1679 West 1700 South		C	1950	Early Ranch	Ineligible	Aluminum siding
1674 West 1700 South		B	1954	Early Ranch	Eligible: C	Windows replaced

Address	Photos of Eligible Structures	SHPO Rating	Date (ca.)	Style	NRHP Criterion	Remarks
1661 West 1700 South		B	1956	Ranch/Rambler	Eligible: C	
1637 West 1700 South		C	1914	Bungalow	Ineligible	Painted brick, vinyl eaves, windows
1609 West 1700 South		B	1954	Early Ranch	Eligible: C	
1597 West 1700 South		C	1950	20th Century: Other	Ineligible	Rear addition
1578 West 1700 South		B	1940	20th Century Commercial	Eligible: C	Windows replaced
1558 West 1700 South		B	1942	Minimal Traditional	Eligible: C	
1557 West 1700 South		B	1947	World War II Era Cottage	Eligible: C	Windows replaced
1546 West 1700 South		C	1947	Ranch/Rambler	Ineligible	Greatly altered
1533 West 1700 South		B	1958	Early Ranch	Eligible: C	Windows replaced
1532 West 1700 South		A	1948	Minimal Traditional	Eligible: C	
1518 West 1700 South		B	1913	Bungalow	Eligible: C	Storm over original windows
1506 West 1700 South		C	1930	Ranch/Rambler	Ineligible	Altered
1492 West 1700 South		C	1900	Victorian: Other	Ineligible	Large east addition
1478 West 1700 South		C	1920	Classical: Other	Ineligible	Aluminum siding; in-per. Rear add.
1412 West 1700 South		B	1955	Ranch/Rambler	Eligible: C	Run down
1384 West 1700 South		B	1949	World War II Era Cottage	Eligible: C	Windows replaced
1379 West 1700 South		B	1957	Ranch/Rambler	Eligible: C	
1358 West 1700 South		C	1910	20th Century: Other	Ineligible	Vinyl, windows replaced
1224 West 1700 South		B	1951	Ranch/Rambler	Eligible: C	Carport Newer?
1206 West 1700 South		C	1907	20th Century: Other	Eligible: B	Additions, altered windows, tile

Address	Photos of Eligible Structures	SHPO Rating	Date (ca.)	Style	NRHP Criterion	Remarks
1136 West 1700 South		B	1945	Early Ranch	Eligible: C	Carport Addition
1102 West 1700 South		C	1946	Early Ranch	Ineligible	Altered
1071 West 1700 South		X	1949	Minimal Traditional	NA	Structure removed by owner
1048 West 1700 South		B	1921	Bungalow	Eligible: B, C	Windows replaced, read addition
1037 West 1700 South		X	1949	Minimal Traditional	NA	Structure removed by owner
1013 West 1700 South		X	1929	Bungalow	NA	Structure removed by owner
1654 South 1000 West		B	1930	20th Century: Other	Eligible: C	

Eight structures in the project area have been identified as being of local importance by the Syracuse Museum Foundation. Of the eight structures, five structures were identified as eligible for the NRHP by the RLS under Criterion C. Two structures (1206 West 1700 South and 1797 West 1700 South) received a SHPO Rating of C and are therefore ineligible for the NRHP under Criterion C; however, because of their association with persons important in local history, these two properties are eligible for the NRHP under Criterion B. The structure at 1327 West 1700 South was not evaluated in the RLS, since extensive modifications made to the exterior of the original structure have rendered unrecognizable the qualities that would have made it eligible for the NRHP. After Syracuse City identified the structure at 1327 West 1700 South as having local historical importance, the structure was re-evaluated. Based on the re-evaluation, 1327 West 1700 South was determined by FHWA as not meeting any of the NRHP criteria due to its extensive modifications and limited historic significance.

Definition of Historic Boundary

Historic boundaries were established to include the elements of each property which contribute to setting, feeling, and association. These elements include outbuildings, landscape features, natural features, undeveloped farmland associated with agricultural properties, or other elements that contribute to conveying the property's importance.

In general, the boundaries of historic houses along the corridor are defined as the legal tax description for each property. This definition is based on information contained in two National Register Bulletins:

- *National Register Bulletin 16A (page 56)* suggests that for urban and suburban properties, the legally recorded parcel number or lot lines are appropriate when those parcels retain their historic boundaries and integrity.
- *National Register Bulletin 21 (page 3) states,* "Boundaries should include surrounding land that contributes to the significance of the resources by functioning as the setting….

> For example, do not limit the property to the footprint of the building, but include its yards or grounds."

Many of the older homes along Syracuse Road were once part of larger farm complexes which have since been subdivided into smaller parcels. The result is that for most of these properties, only the property now defined by the current tax parcel retains integrity. If the property has outbuildings, landscape features, natural features, or other elements that contribute to conveying the property's importance, boundaries are drawn as appropriate so that the historic use of the property and retention of elements or integrity related to that use are included.

In many cases the associated tax parcel extends to the center of the street. Since the road and associated features (sidewalk, parkstrips, etc.) are there by prescriptive use, property within the road limits does not retain integrity. Therefore, the historic boundary is delineated behind the roadway features, generally behind the sidewalk, with the front yard representing a transitional zone between the public and private use of space (see Chapter 5, Figure 5-11).

Cultural Resource Inventory

A Cultural Resource Inventory was conducted by EarthTouch in March 2004 under Utah Project Authorization No. U-03-EP-0967s. This study evaluated the potential for archaeological and paleontological resources along the corridor (historic structures were evaluated as part of the RLS). The APE included adjacent property to the north and south of the existing Syracuse Road corridor between 1000 West and 2000 West. Undeveloped segments of the corridor were examined by pedestrian transects (walking) up to 150 feet from either side of the existing roadway centerline.

The Cultural Resource Inventory concluded that no evidence of cultural deposition was found. Much of the corridor has been impacted by residential housing, cultivation, and commercial development. Other than a number of historic structures (documented in the RLS), no cultural resource properties were encountered during the inventory, and the project is unlikely to impact any archaeological properties.

3.15.2 Paleontological Resources

The Department of Natural Resources Utah Geological Survey (UGS) has conducted a paleontological file search within the APE for the proposed project and has indicated that there are no paleontological localities recorded in the project area (see letter dated March 15, 2004, in Chapter 8). However, the UGS noted Lake Bonneville deposits (Qlts) that are exposed in the project area and have the potential to yield vertebrate fossil localities.

3.16 HAZARDOUS WASTE SITES

A search of the Utah Division of Environmental Response and Remediation (DERR) Comprehensive Emergency Response, Compensation, and Liability Information System (CERCLIS) database has determined that no known Comprehensive Emergency Response, Compensation, and Liability Act (CERCLA or Superfund) sites are located near the project study area.

CERCLA or Superfund
Superfund is the federal government's program to clean up the nation's uncontrolled hazardous waste sites. Under the Superfund program, abandoned, accidentally spilled, or illegally dumped hazardous waste that poses a current or future threat to human health or the environment is cleaned up. EPA, along with other parties, identifies hazardous waste sites, tests the conditions of the sites, formulates cleanup plans, and cleans up the sites.

One Resource Conservation and Recovery Act (RCRA) hazardous waste site is located near the project study area. Smith's Food & Drug 1 Hour Photo, located at 1700 South 1000 West, is a RCRA hazardous waste site but has had no toxic releases reported.

RCRA
RCRA is the Resource Conservation and Recovery Act, enacted by Congress in 1976. RCRA's primary goals are to protect human health and the environment from the potential hazards of waste disposal, to conserve energy and natural resources, to reduce the amount of waste generated, and to ensure that wastes are managed in an environmentally sound manner.

RCRA regulates the management of solid waste (e.g., garbage), hazardous waste, and underground storage tanks holding petroleum products or certain chemicals.

RCRA also regulates underground storage tanks (UST) and leaking underground storage tanks (LUST). A search of the DERR database indicated records of three properties (Maverick, 7-Eleven, and Smiths Conoco) along the corridor with USTs and two properties along the corridor with LUSTs. Figure 3-9 and Table 3-10 show the identified LUSTs located within or near the project area.

Table 3-10. Leaking Underground Storage Tanks.

Location Name	Address	Facility Id. No.	Total Tanks	Closed Tanks	Cleanup Completed
Syracuse City	1751 S 2000 W	3000231	2	2	11/9/1995
Tomboy	1722 S 2000 W	3000155	2	2	

Source: http://www.environmentalresponse.utah.gov

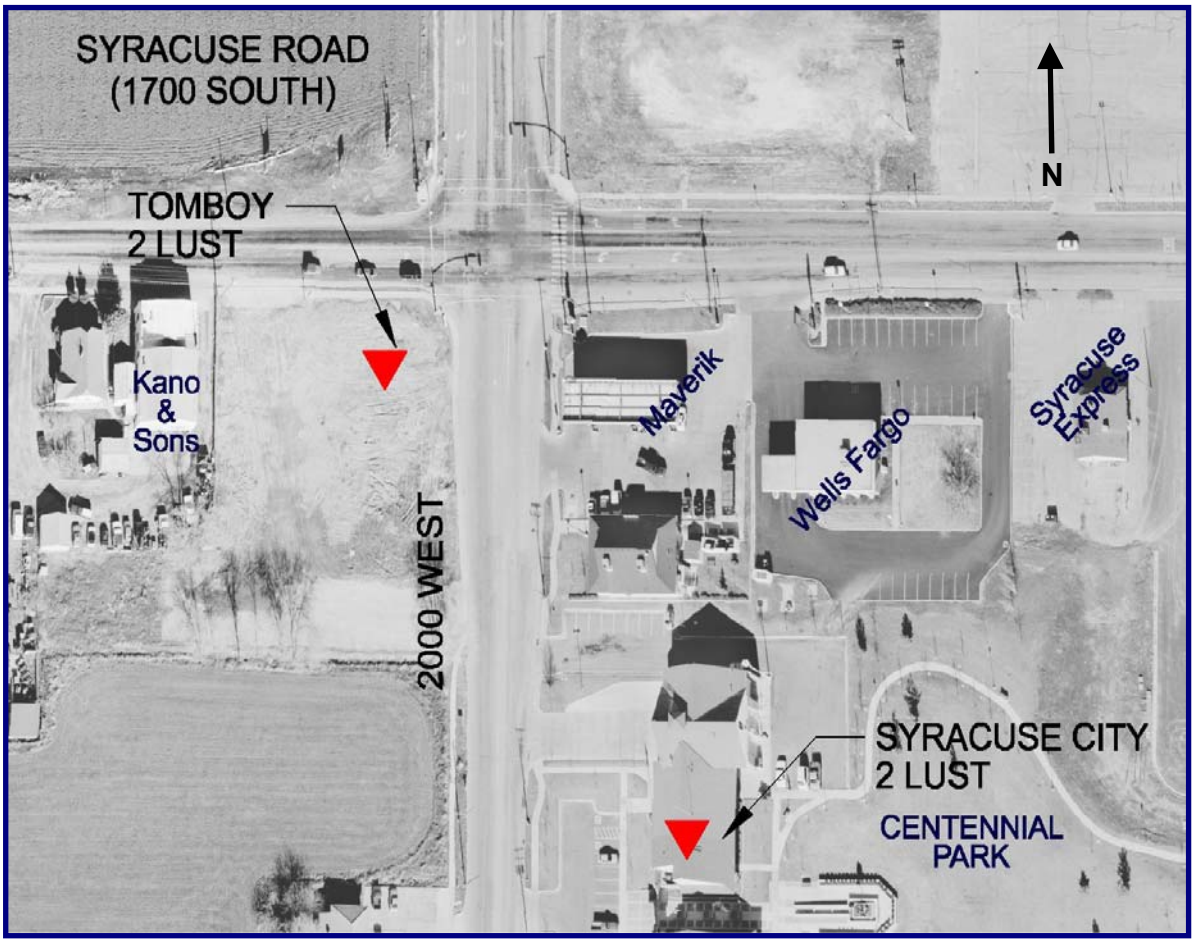


Figure 3-9. Underground Storage Tanks.

3.17 VISUAL CONDITIONS

Visual conditions of the project area are consistent with those of a rural community transitioning to a semi-urban environment within a larger metropolitan area (see Figure 3-10). Much of the project area is developed with residential and commercial properties. Some open fields still exist along the corridor, many of which are expected to be converted into residential and commercial properties as growth continues.

Syracuse's Town Center Master Plan (see Figure 3-3) complements the General Plan and identifies a town center to be developed around the 2000 West intersection on Syracuse Road. The guiding philosophy of the plan includes: recognizable Syracuse City town center core; pedestrian access to the town center; and quality improvements and streetscape with a consistent architectural theme, color, and texture. The Syracuse Town Center Master Plan seeks to create an impression that is unique and recognizable and designed to portray an arrival to Syracuse City and a Gateway to Antelope Island. Trees, historic lighting, and other street amenities (benches, landscape, and public areas) to greet visitors are anticipated.

Figure 3-10. Existing Visual Conditions on Syracuse Road.

3.18 INVASIVE SPECIES

Executive Order 13112 directs federal agencies to expand and coordinate their efforts to combat the introduction and spread of plants and animals not native to the United States. Non-native flora and fauna can cause substantial changes to ecosystems, upset the ecological balance, and cause economic harm to our nation's agricultural and recreational sectors. Since roadway corridors provide opportunities for the movement of invasive species through the landscape, it is important that roadway projects include measures to combat the introduction and spread of invasive species.